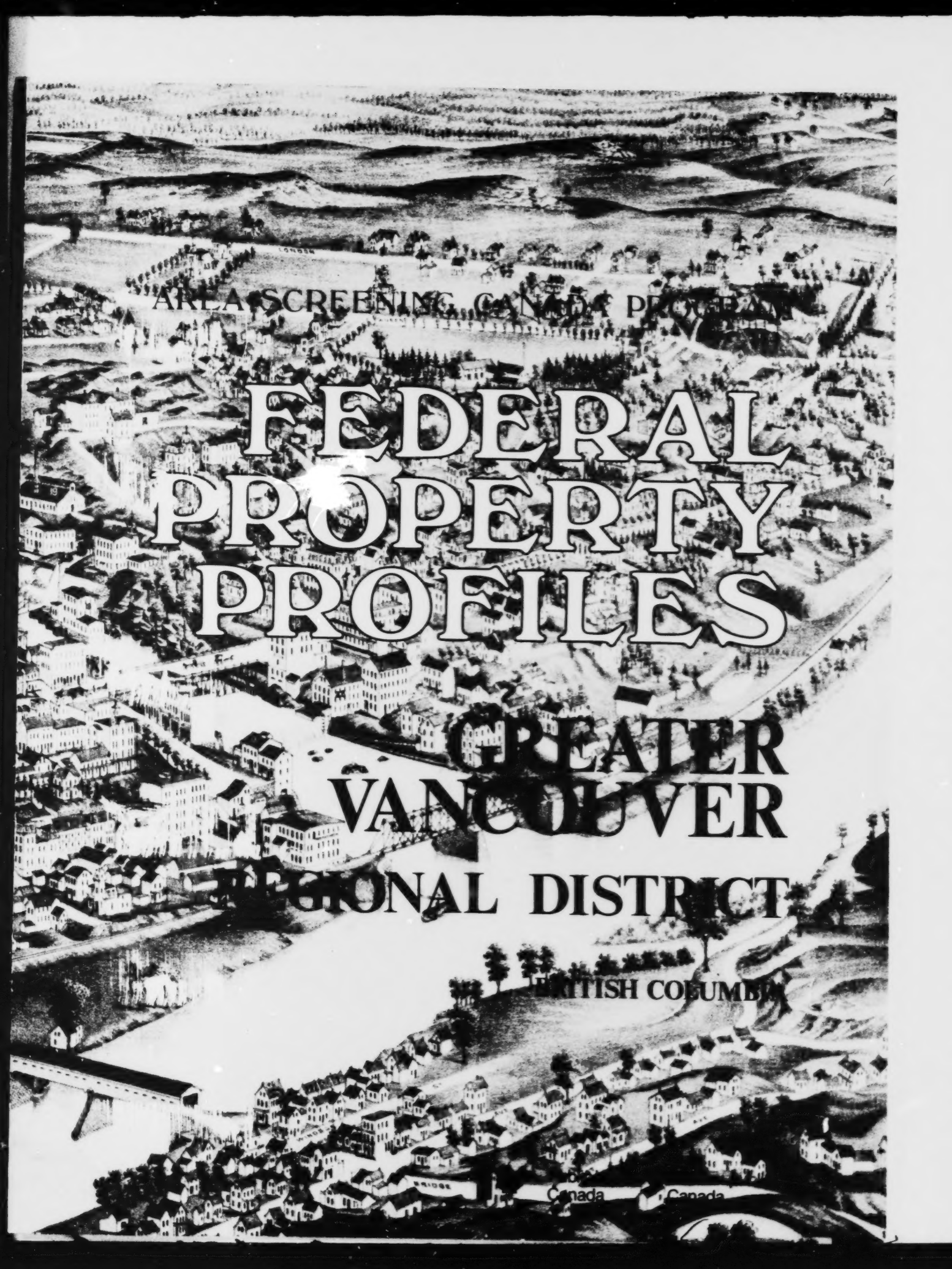
AREA SCREENING CANADA PROGRAM
FEDERAL PROPERTY PROFILES
GREATER VANCOUVER REGIONAL DISTRICT
BRITISH COLUMBIA
Canada
Canada

AREA SCREENING CANADA PROGRAM

FEDERAL PROPERTY PROFILES

GREATER VANCOUVER REGIONAL DISTRICT

BRITISH COLUMBIA

PREPARED BY PUBLIC WORKS CANADA
REAL ESTATE SERVICES DIRECTORATE

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Cat. No. W67-1/54-1984E

ISBN 0-662-13218-1

OTTAWA 1984

PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the ongoing Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile. Following a general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

A restricted version of the ASC report is prepared for distribution to federal departments. This version provides a complete description and evaluation of each federal property in the study area. An unrestricted version of the report including a property inventory is available for public distribution.

As a follow up to this report, properties which appear to have potential for improved use are to be re-examined yearly or as warranted.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee on Federal Land Management and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. This report was researched from 1982 to 1984.

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EXECUTIVE SUMMARY

The Greater Vancouver Regional District (GVRD), containing 14 autonomous municipalities and three rural electoral areas (administered by the Provincial Government) defines the area covered by this study. One of the faster growing areas of Canada, it is the firmly established business centre of British Columbia and western Canada. Vancouver is a major western Canadian seaport, one of the top ten in the world in tonnage, and boasts a strong and diversified economic base. This economic base is generally related to the economic base of the Western Region, notably, forestry, mining, fishing, manufacturing, agriculture, tourism and trade. The GVRD contains approximately 1.2 million persons and is expected to continue growing at a 0.5% annual rate.

The Region is bounded by the Gulf of Georgia on the west, the North Shore mountains on the north, the rural Fraser Valley on the east and the United States on the south. Municipalities surrounding Vancouver, such as Burnaby, Richmond, North and West Vancouver, are essentially dormitory communities. However as each community has grown, it has attracted more and more primary and secondary, commercial and service oriented industries.

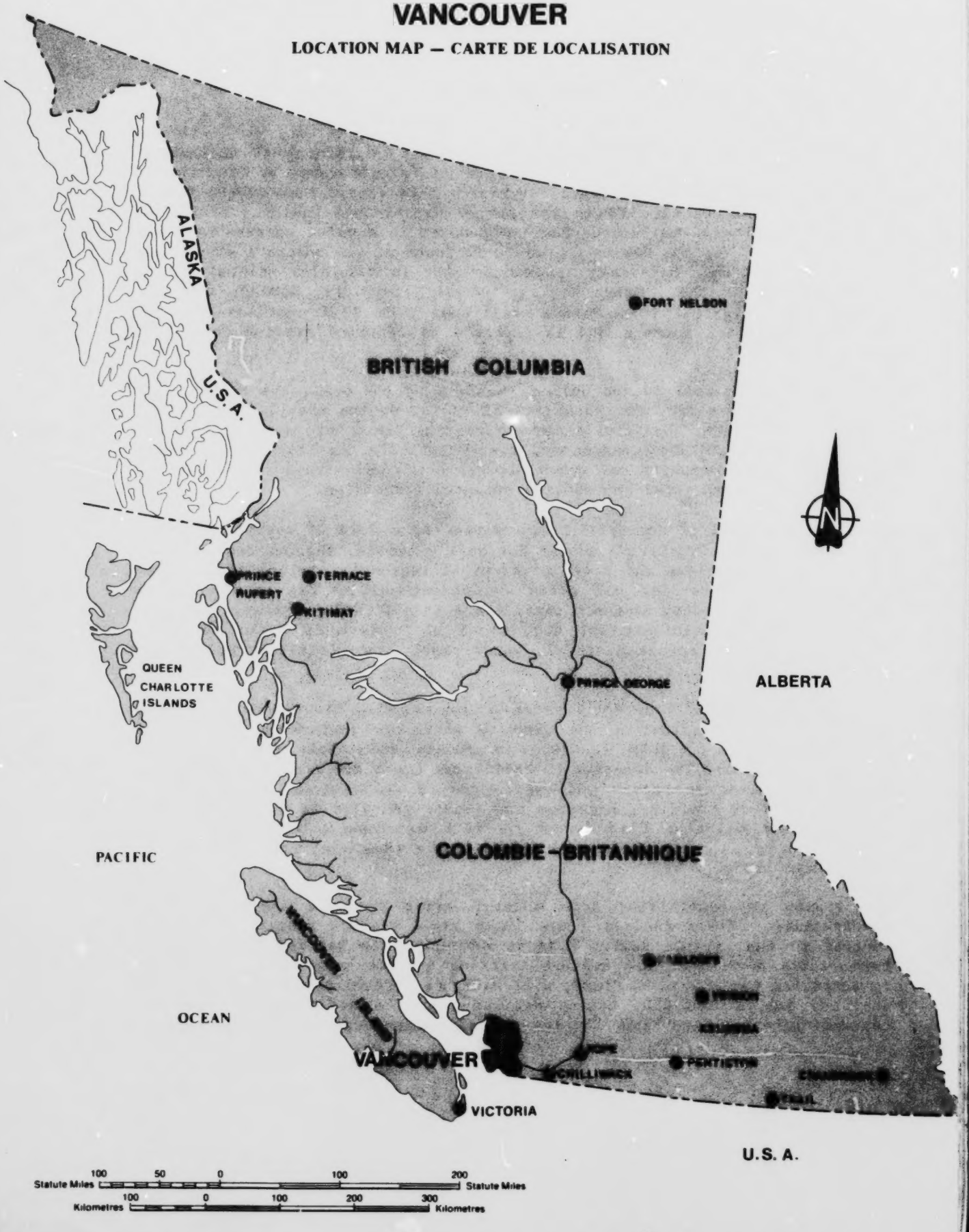
The aforementioned 17 communities are joined in a form of regional government known as the Greater Vancouver Regional District, the purpose of which is to "tackle problems and provide essential regional services and facilities on a common co-operative basis". All communities are represented on the GVRD, although they need not participate in all GVRD programs. The GVRD has assumed responsibility for such areas of concern as parks, housing, regional planning, sewage disposal, water supply and distribution, and air pollution control.

The Official Regional Plan for Greater Vancouver, the 'Livable Region Plan', addresses the situation in the GVRD in which an increasing discrepancy between location of jobs (tending to remain relatively centralized in Vancouver city) and the location of residences (most new growth occurring in municipalities on the south and east edges of the regional district) was creating serious traffic congestion and longer journeys to work. The goal of the Livable Region Plan is to redirect development from the present central orientation to designated growth spots (Regional Town Centres) in the suburbs of the GVRD.

The region is benefitting from several major projects presently under construction. These include a new light rapid transit system, considered central to the Livable Region Plan to enhancing the Regional Town Centres for private developers and relieve existing traffic congestion (completion is scheduled for 1986), BC Place, a 61 ha urban redevelopment project on the southern end of the CBD, Canada Harbour Place, a world scale trade and convention centre, and Expo '86, the next Canadian-hosted world exposition.

VANCOUVER

LOCATION MAP — CARTE DE LOCALISATION



1.0 INTRODUCTION: GREATER VANCOUVER REGIONAL DISTRICT

The Vancouver study area, which covers an area of 230 000 ha, is bounded by the Strait of Georgia on the west, the North Shore mountains on the north, the United States on the south and the Fraser Valley Region on the east.

The study area coincides with the administrative boundary of the GVRD. The 17 component parts of the Regional District include 6 cities (Vancouver, North Vancouver, Port Moody, Port Coquitlam, New Westminster and White Rock), 7 district municipalities (Surrey, Delta, Richmond, Burnaby, Coquitlam, West Vancouver, and North Vancouver District), one village (Lions Bay) and three unorganized electoral areas (University Endowment Lands, Ioco, and Bowen Island).

As the GVRD is limited by natural boundaries on two sides and the U.S. border to the south, growth is directed eastward into neighbouring regional districts. The topography of Burrard Inlet and the Fraser River Estuary, further constrains and divides development. Although the GVRD has 2% of the land area of BC, it has 44% of the population, and over 50% of jobs. The components of the GVRD are highly indeterdependent, 98% of the population is urban, 95% of the jobs are filled by residents and only 5% commute into the GVRD.

1.1 POPULATION

Within the study area, studies by the regional district have determined that the population is gradually increasing (See Table 1). During the 1960's population grew at an annual rate of nearly 3% which declined substantially during the mid 1970's. For several years (1974-75) there was no growth at all. The population of the GVRD was 1,169,831 in 1981. This represents an average annual increase since 1976 of approximately 1.5%.

GREATER VANCOUVER REGIONAL DISTRICT STUDY AREA
ZONE D'ÉTUDE DU DISTRICT RÉGIONAL DU GRAND VANCOUVER

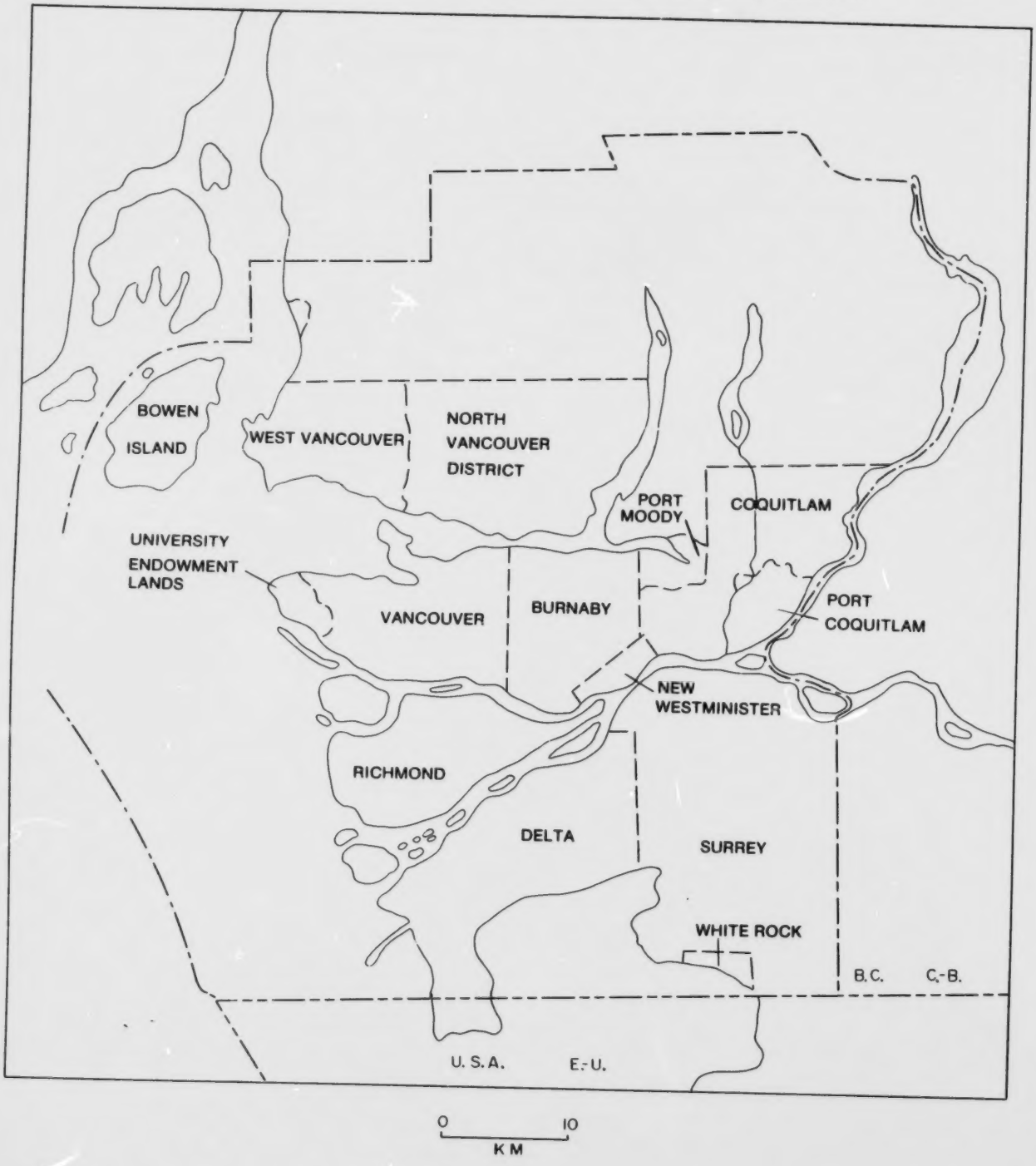


Table 1
Population Estimates, 1961-1991

	1961	1966	1971	1976	1981	PROJECTED 1986	PROJECTED 1991
Burnaby	100,157	112,036	125,660	131,599	136,494	146,203	151,489
Coquitlam	29,218	41,080	53,230	55,464	61,077	67,791	72,225
Delta	14,597	20,664	45,860	64,492	74,692	79,069	84,990
New Westminster	35,104	38,013	42,835	38,393	38,550	42,512	44,003
North Vancouver City	23,656	26,851	31,847	31,394	33,952	33,393	33,769
North Vancouver District	38,971	48,124	57,861	63,760	65,367	73,233	76,391
Port Coquitlam	8,111	11,121	19,560	23,926	27,535	30,091	32,308
Port Moody	4,789	7,021	10,778	11,649	14,917	17,808	20,026
Richmond	43,323	50,460	62,121	80,034	94,154	103,800	110,147
Surrey	70,838	81,826	98,601	116,447	147,138	147,444	159,681
Vancouver	384,522	410,375	426,256	409,734	414,218	391,800	393,434
West Vancouver	25,454	31,987	36,440	35,754	35,728	40,982	42,160
White Rock	6,453	7,787	10,349	12,497	13,550	14,669	15,389
University Endowment Lands	3,272	2,979	3,536	3,512	3,674	3,679	3,898
B/Ioco		980	1,055	1,310	1,280	1,280	1,280
Lions Bay	-	-	396	785	840	840	840
Bowen Island	NA	232	350	704	704	704	704
Total GVRD			1,026,735	1,085,242	1,169,831	1,195,298	1,242,734

Source: Greater Vancouver Regional District

The GVRD has a slightly smaller share of the provincial population now as compared with 1971. An increasing amount of the provincial population growth occurred just beyond the GVRD in Langley City District and Maple Ridge. This trend can be attributed largely to housing availability and costs.

Growth is mainly through immigration. Over the last 4 years immigration from other countries has resumed and at present the GVRD is growing by approximately 16,000 people annually: 57 per cent can be attributed to immigration from other parts of Canada and other countries.

The composition of the population is changing as the large number of persons born during the 1950's baby boom matures. The number of households is increasing, but the average household size in the study area is falling. A much greater demand for housing has resulted.

Population growth within the GVRD is shifting to the east and southeast as well as into the neighbouring regions. Municipalities south of the Fraser River, accounted for 95% of the region's population growth from 1975-1981.

Municipalities on the North Shore accounted for approximately 12% of the regional population. The Northeast municipalities (Coquitlam, Port Coquitlam and Port Moody) have increased moderately. The Burrard Peninsula communities (Vancouver, Burnaby, New Westminster) represent just over 51% of the regional population. Although the older central city areas of Vancouver, New Westminster and North Vancouver experienced the greatest decline in population from 1971 to 1976, these areas will experience residential growth during the 1980's.

The GVRD Planning Department has predicted the population will grow to 1,242,734 by the year 1991. The annual growth rate is expected to decline from 1% to 0.7% annually in the 1980's and 0.5% annually in the 1990's.

The labour force in the GVRD was estimated at 690,955 in 1981. It has grown faster than the general population over the last 10 years. This is attributable to higher rate of female participation in the urban area which is expected to continue increasing but at a slower rate during the next 10 years. The labour force is expected to increase to 821,000 by 2001 with most of this growth occurring in the 1980's.

The distribution of the labour force is centralized, generally in the Burrard Peninsula municipalities. People have tended to locate closer to centres of employment over the last 5 years.

1.2 GVRD ECONOMY

The dominant economic position of the GVRD is illustrated by the fact that it accounts for a very large proportion the work force employed in each industry in the province. It is the financial, educational, trade, manufacturing and cultural centre of the province. The relative importance of various industries is indicated by the labour force occupied in each (See Table 2).

During the last 9 years there has been a shift in the location of new jobs created within the Vancouver region. Employment growth in the suburban municipalities has surpassed growth in the central municipalities, particularly in the industrial and service sectors.

Table 2
Labour Force by Economic Activity Sector, 1981

		1971	1981	% increase	1981 B.C.
1.	PRIMARY INDUSTRIES	11,425	14,639	28.13	97,660
2.	SECONDARY INDUSTRIES	181,574	237,110	30.59	492,890
	Manufacturing - food and beverages	11,790	13,860	17.56	25,815
	- wood production	15,015	15,470	3.03	59,675
	- metal fabrication	8,620	9,975	15.72	23,120
	- miscellaneous manufacturing	39,640	49,670	25.30	89,460
	Construction	30,015	40,960	36.47	105,235
	Transportation/Communication/ Utilities	48,315	167,840	40.41	122,725
	Wholesale Trade	28,179	39,335	39.59	66,860
3.	TERTIARY INDUSTRIES	260,690	382,291	50.87	1,034,835
	Retail	54,485	78,385	43.87	169,695
	Finance	27,590	46,320	67.89	75,630
	Business Services	36,245	58,130	60.38	92,945
	Personal Services	31,910	59,600	86.78	41,870
	Health	28,795	48,775	69.38	97,680
	Education	26,470	38,320	44.77	408,415
	Government	21,240	36,035	69.66	96,005
	Unspecified	6,365	16,726	162.78	52,595
Total		453,689	634,040		1,625,385

Source: Statistics Canada, 1981 Census

1.3 URBAN STRUCTURE

1.3.1 GENERAL STRUCTURE

The GVRD is a vast region covering nearly 230 000 hectares. Approximately half of this area is habitable, with the remainder comprising the mountains and watershed to the north. The region has developed complex land use patterns for a variety of reasons: its physical setting interspersed with water bodies, its growth as a number of interdependent municipalities, and its wide variety of economic functions.

Commercial development is highly visible but uses only 1 767 hectares of land - about 3% of the region's developed land area. About one quarter of this area, 447 hectares is located in Vancouver reflecting the concentration of downtown office and retail development. While Vancouver's commercial land area has remained fairly stable over the past decade, extensive shopping centre development and the expansion of highway commercial strips has resulted in more than a 50% increase in the rapidly growing municipalities in the Coquitlam Area and south of the Fraser River.

Table 3
Greater Vancouver Land Use 1981
(Area in Hectares)

	TOTAL LAND AREA	OPEN AND UNDE-VELOPED	INDUS-TRIAL	AGRI-CULTURE	RESI-DENTIAL	COMMER-CIAL	RECREA-TION	INSTI-TUTION	TRANSP./ COMMUNI-CATIONS/ UTILITIES	ROADS	OTHER
Burnaby	9 220	1 616	808	66	2 453	257	851	929	254	1 689	317
Coquitlam	12 108	7 040	272	633	1 802	102	563	563	92	756	285
Delta	18 679	2 131	523	8 369	2 117	91	407	195	1 172	1 154	2 520
New Westminster	1 565	236	141	15	502	63	97	66	62	360	23
North Vancouver City	1 232	141	48	0	406	48	132	41	107	309	2
North Vancouver District	16 560	10 470	152	0	1 595	60	3 090	113	127	666	287
Port Coquitlam	2 753	769	73	207	686	25	172	229	209	325	58
Port Moody	1 409	586	193	0	289	13	48	41	62	117	0
Richmond	13 311	2 091	639	3 395	3 115	178	396	206	2 010	1 202	79
Surrey	32 226	5 137	712	9 180	11 654	399	903	359	620	2 820	442
Vancouver	11 690	439	603	6	4 570	447	1 419	461	374	3 318	53
West Vancouver	9 101	4 298	18	0	1 357	47	2 407	55	76	675	168
White Rock	526	19	9	0	292	15	23	12	26	139	0
GVRD	228 577	4 345	22 450	22 450	32 266	1 767	11 682	3 663	5 328	14032	4 707

Source: Greater Vancouver Land Resources, GVRD Planning Department, 1982

Industry occupies about 4350 hectares or 13.5% of the region's developed land area. About 35% of this land is located in Vancouver, Burnaby and New Westminster. More than 40% is located south of the Fraser River in Richmond, Delta and Surrey. The Coquitlam Area has about 16% of the regional total and 5% is located on the North Shore.

Most of the region, with the exception of the North Shore, has increased its industrial land area over the past decade. The increase was greatest in Surrey and Delta, but Richmond also more than doubled its industrial land. The availability of inexpensive sites and good transportation facilities has attracted industrial expansion.

Table 4
Greater Vancouver Industrial Land Use Type, 1982

Type	%
Food Processing	6
Wood Processing	18
Metal Manufacturing	11
Petro-Chemical	18
Cement	5
General Industrial	9
Wholesale	23
Open Storage	10

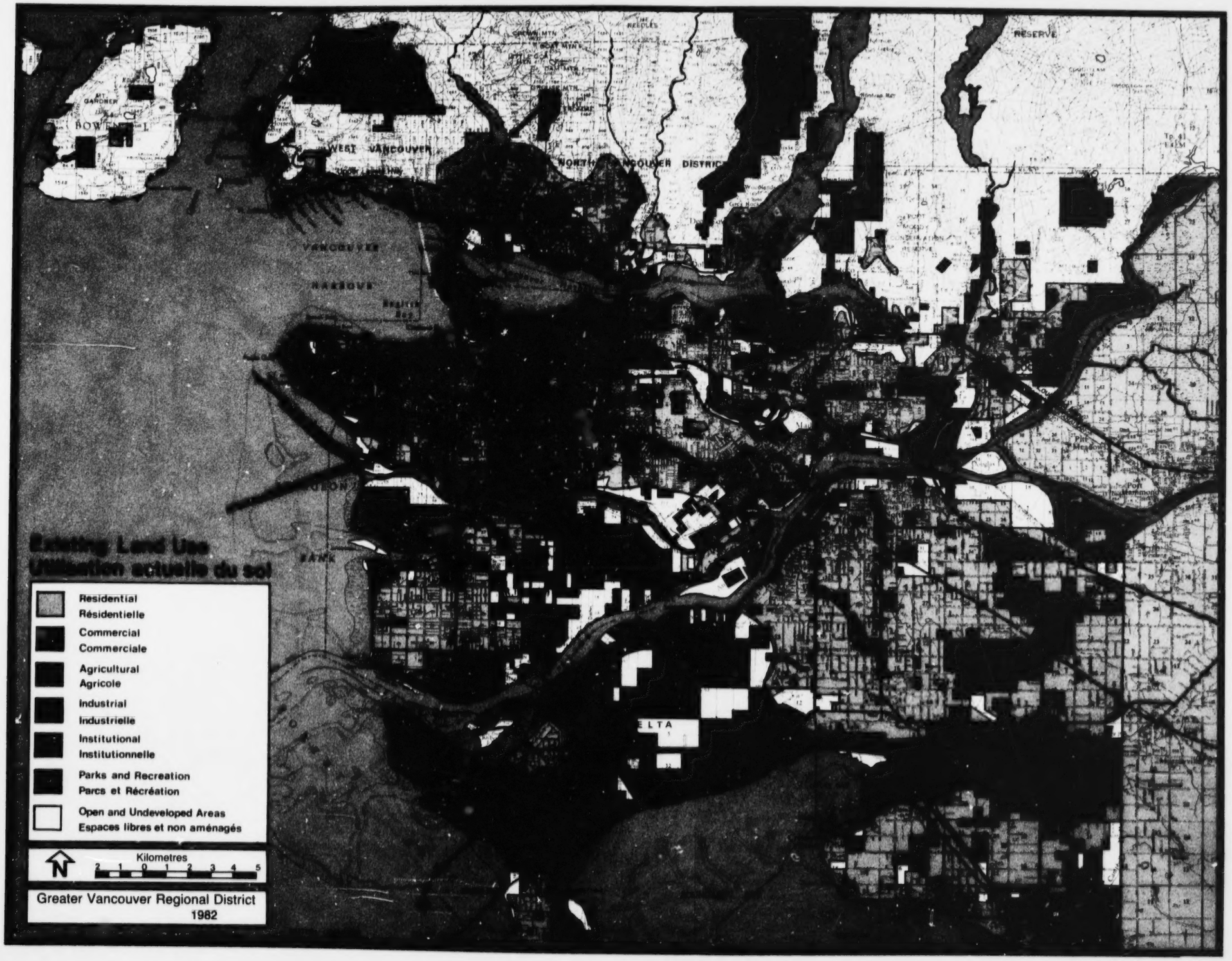
About 22 500 hectares are used for agricultural purposes. This is about a third as much land as that developed for urban purposes. Almost all of this land is located south of the Fraser River in Richmond, Surrey and Delta. The region's stock of farmland has declined by about 700 hectares since 1971.

Approximately 85% of land used for agricultural purposes (19 000 ha) is protected by designation as Agriculture Land Reserve. It can be expected that the farmland not protected by the ALR will be converted over time to other uses.

Table 5
Agricultural Land Distribution, 1981

Delta	37%
Richmond	15%
Surrey	41%
All others	7%

About 3665 ha are used for institutional purposes such as hospitals, schools and churches. Since some major institutions are extensive land users (university 850 ha), institutional land is distributed unevenly across the region.


Existing Land Use
Utilisation actuelle du sol
Residential
Résidentielle
Commercial
Commerciale
Agricultural
Agricole
Industrial
Industrielle
Institutional
Institutionnelle
Parks and Recreation
Parcs et Récréation
Open and Undeveloped Areas
Espaces libres et non aménagés
Kilometres
2 1 0 1 2 3 4 5
Greater Vancouver Regional District
1982
WEST VANCOUVER
VANCOUVER
RESERVE

Park and recreation lands total nearly 12 000 ha. This includes provincial parks, GVRD regional parks, municipal parks and recreation areas such as Grouse Mountain. Nearly 50% of the region's park and recreation land is located on the North Shore, primarily in the mountain areas.

Housing is the largest single land user, consuming more than 32 000 hectares. This represents more than half of all land developed for urban purposes within the region. While single family dwellings represent only slightly more than 50% of the region's total housing stock, they occupy more than the 90% of residential land. In recent years the rate of housing growth has been greater than population growth as the result of new entrants to the housing market and a decline in the size of households.

1.3.2 Transportation

The GVRD is the major transportation centre for the province: highways, railways, shipping routes and air routes converge on the Vancouver area. The road pattern in the metro area is essentially radial, with the small downtown peninsula as its focus. This convergence reflects the strong regional role of downtown Vancouver as an employment and service centre. There are four main traffic corridors linking the downtown to the surrounding region: the Hastings corridor to North Burnaby, Port Moody and Coquitlam, which runs parallel to the south shore of Burrard Inlet; the Kingsway Highway 401 corridor to South Burnaby, New Westminster and Surrey; the route running south across the Oak Street Bridge to Richmond and Delta; and the route to the North Shore via the Lions Gate Bridge.

Two trans-Canada railways, the Canadian National Railway and the Canadian Pacific Railway, and the regional British Columbia Railway terminate at Vancouver. In addition, Burlington Northern Railway connects Vancouver to the U.S. Northwest.

Greater Vancouver is the location of one of North America's busiest ports and the leading dry cargo port on the Pacific Coast. The rapidly expanding volume of Canadian trade with the Orient has been a major factor in the port's growing prominence. In addition to these functions Greater Vancouver is the home of a large commercial fishing fleet.

BC Ferries provide service to Vancouver Island, the Gulf Islands and other coastal points. CP Ferries offer service for freight vehicles and passengers between downtown Vancouver and Nanaimo.

Vancouver International Airport is the nation's second busiest airport. This airport is a major component in the intermodal transportation network.

The new Automated Light Rapid Transit (ALRT) system will modify somewhat the spatial distribution of population and employment within the metropolitan area. It will reinforce the GVRD's town centre concepts. Already much of the infrastructure requirements to meet this growth are in place, as witnessed by New Westminster's First City Development and Burnaby's Metro Town Centre Development. However, it is believed that the major impact will occur when the lines are extended into the outer suburban centres of Coquitlam, Surrey and Richmond.

The ALRT will have its strongest impact at the terminal areas by increasing access to the downtown area. The creation of subway stations in the CBD will invariably cause a shift of office space to locations in close proximity to the stations.

1.3.3 Commerce

While there has been a trend in recent years for some decentralization of certain commercial uses (particularly offices and retail) out of Vancouver's CBD, Vancouver's downtown is still the desired location for many commercial uses. The City of Vancouver is the location of the largest proportion of all commercial uses except shopping centres, which are most prominent in Surrey, Coquitlam, West Vancouver and Richmond.

In 1981, GVRD had 7.2 million m^2 of commercial floorspace, of which more than 58% was in the downtown area. At that time, a total of 4.5 million m^2 of commercial space was under construction in the GVRD, largely in Vancouver and Surrey. Vacancy rates for commercial space throughout the GVRD are usually less than 5%.

Table 6
Component Distribution of Commercial Space, 1982

Type	%
Shopping Centres	12.4%
Retail	27.4
Office Space	33.0
Service	21.1

Source: Real Estate Trends, 1982

Outside of the Vancouver peninsula, the largest concentration of offices is along Broadway followed by New Westminster. Office space represents the greatest component of the total commercial inventory (33%) followed by retail (27%), service (21%) and shopping centres (13%).

1.3.4 Industry

Industrial activities in Greater Vancouver include manufacturing, the airport and its related industries, port activities, the petro-chemical industry, railways, major utilities, communication activities, and wholesale, warehouse and storage activities.

At present, about 25% of the region's industrial land (1000 ha) is used for wholesale trade. Vancouver has about 250 ha with other major areas in Richmond, Surrey and Burnaby. Wood processing, which includes sawmills, paper box manufacturers and millwork plants occupies about 785 ha and is widely distributed throughout the region. Metal products, textiles and other manufacturing industries occupy 880 ha of the region's industrial land base - largely centred in Richmond, Surrey, Vancouver and Burnaby.

Employment forecasts indicate that an increase is expected of over 50,000 industrial jobs between 1971 and 1986. Of the 130,000 existing jobs approximately 50 per cent are in manufacturing and 45 per cent are in warehousing and distribution activities.

More than 2400 ha of land will be required to accommodate industrial employment growth. Enough vacant land is available to meet projected industrial land requirements. The majority of this land is in the suburban Coquitlam, Delta, Richmond, and Surrey. However, many of the potential industrial sites face development constraints such as poor foundation conditions, flood proofing requirements, lack of basic services, and inadequate transportation facilities.

Industrial activities are the second largest land users in Greater Vancouver. Expected development in the manufacturing and distribution activities will account for the majority of industrial land utilized between 1971 and 1986.

Total industrial activities account for over 125,000 jobs in Greater Vancouver. 25% of the jobs in the region are provided in industry which generates one-third of the regional wages.

The dominant areas of industrial employment will continue to be Vancouver and Burnaby. The North Shore has limited potential for industrial development and will decrease its share of total industrial employment. The northeast sector will surpass the North Shore in total industrial employment, and will no longer be the area with the least amount of industrial activity. By 1986, areas south of the Fraser River will account for almost 28% of the industrial jobs in Greater Vancouver.

1.3.5 Housing

Trends in housing over the last 5 years have indicated that housing construction was substantially above the growth in population before 1981 but that there has been a noticeable slowdown of growth in recent years. This slowing of construction reflects the decline in the performance of the economy. Greater Vancouver has experienced an approximate decrease of 35% in real estate values since 1981, however housing prices are still high compared to other Canadian cities.

Most new housing is being constructed south of the Fraser River. Since 1976, 42% of all units have been constructed in Richmond, Delta, Surrey and White Rock. Single-family units accounted for 68% of all these units constructed.

The North Shore is growing very slowly, representing only 9% of units constructed since 1976. The northeast sector municipalities are beginning to develop rapidly.

A substantial number of units were built on the Burrard Peninsula. Thirty-seven percent of these were located in the municipalities of Vancouver, Burnaby and New Westminster.

2.0 INTRODUCTION: VANCOUVER

The City of Vancouver is the core of Canada's third largest concentration of urban population. Its total land area consists of 14 227 ha with a population of 414,281 (1981). Vancouver's economy centres on its two principal functions - Canada's major Pacific port, and the financial, industrial and distribution centre for the predominantly resource-based provincial economy. Vancouver is a significant retirement centre and the major tourist destination in British Columbia.

2.1 POPULATION

Table 8
Population Growth for GVRD and Vancouver

Year	GVRD Population	Average Annual Increase	Vancouver Population	Average Annual Increase	% Of GVRD
1971	1,026,735		426,256		41.5
		1.1%		-0.8%	
1976	1,085,242		409,734		37.8
		1.6%		0.2%	
1981	1,169,831		414,218		35.4
		0.4%		-1.1%	
1986	1,195,298		391,800		32.8
		0.8%		0.08%	
1991	1,242,298		393,434		31.5

Source: Statistics Canada, 1981 Census

2.2 ECONOMIC CONTEXT

Vancouver has become an important financial centre, and its many institutions have played a large role in fostering industrial and commercial development throughout the province. Vancouver is the hub of the 4th largest manufacturing area in Canada. The majority of the large forestry and mining companies have their headquarters in Vancouver. This is in part due to their relationship with the financial institutions and other valuable services in the area. The importance of the resource industries to Vancouver and B.C. in general cannot be overstated.

Vancouver has not achieved the manufacturing base typical of eastern counterparts, however, growth is anticipated. Growth is apparent in high-tech industries such as oceanographic research and the development of specialized machinery and equipment.

Economic growth in the city will be concentrated in business, financial and quaternary services, particularly professional and management services related to the province's industries.

Table 9
Labour Force by Industry 1981, Vancouver

Primary Industry	4,395
Manufacturing	30,585
Construction	11,815
Transportation, Communication	22,705
Trade	38,775
Finance, Insurance, Real Estate	17,015
Community, Business, Personal Services	90,910
Public Administration, Defence	12,250
TOTAL	228,420

Source: Statistics Canada, 1981 Census

2.3 URBAN STRUCTURE

2.3.1 General Structure

Vancouver's metropolitan area has always had a multiple nucleated structure. About 3200 ha in Vancouver are devoted to industry, a large proportion of which is located on or near the waterfront lands of the Fraser River and Burrard Inlet.

The downtown is the dominant area for both retail services and office employment. In 1981 Vancouver had about 3 420 000 m^2 of commercial floor space, of which over 40% was in the downtown area.

A full quarter of all land used by industry is rail yard or right of way. Less than 1% of the city has been developed with office buildings and yet it is estimated that nearly 100,000 people work in them.

Vancouver's inner city is entering a period of intense growth and redevelopment. BC Place, the Canada Harbour Place convention centre, the development of the Coal Harbour waterfront, the implementation of an ALRT system and Expo '86 will all have a tremendous impact on the downtown.

2.3.2 Transportation

The City of Vancouver is currently facing serious transportation problems. Despite slower population growth there continues to be an increase in travel during peak traffic periods. In an attempt

to slow this increase in traffic the GVRD is encouraging a better balance between job location and the residential location of the labour force with its Regional Town Centre Program. However, office development and office employment are projected to continue to increase in Vancouver's core. The arterial street system is currently operating at capacity during peak periods. The ALRT is expected to provide some relief to this problem by improving accessibility to Vancouver's centre and by decreasing traffic congestion.

2.3.3 Commerce

As of May 1982, Vancouver's inventory of commercial space was 4.5 million m^2. This is a 20% increase from 1981. In addition, 230 000 m^2 were being construction in May 1982.

Table 10
Component Distribution of Floorspace, 1982, Vancouver

Type	%	% of GVRD
Shopping Centre	2	7
Retail	26	55
Service	22	62
Office	42	70
Total	100	

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982.

Vancouver dominates the GVRD in the commercial industries containing 57% of the total commmercial space. The most predominant type of commercial space in Vancouver is office space.

Much of the BC new development in Vancouver is public investment; including BC Place, Expo 86, Canada Harbour Place, Vancouver General Hospital expansion, Ports Canada waterfront development, the ALRT and road improvements. The private sector has also responded with as much as 5-6 years supply of new office space either under construction or in the preliminary planning stage in downtown Vancouver alone.

2.3.4 Industry

Vancouver's inventory of light industrial and warehouse space increased 0.7% between 1981 and 1982 bringing the total inventory to about 1 773 000 m^2. The total additions to Vancouver's inventory in 1982 were only 3.6% of the total additions to the GVRD inventory.

Table 11
Industrial Land Use by Types, 1981, Vancouver

	Area (ha)	% of GVRD
Food Products	47	18%
Wood Products	100	12%
Metal Products	70	13%
Petro-chemical Products	13	10%
Cement Products	17	7%
General Industrial	70	17%
Wholesale	246	23%
Storage	41	9%
Total	603	14%

Source: Greater Vancouver's Land Resource: GVRD Planning Dept., 1982

The overall vacancy rate in May 1982 was 1.5%.

The City of Vancouver may not witness much of the industrial growth due to demand from other urban uses for land, and a trend to suburbanization of industry. The City nevertheless is seeking to maximize its industrial potential by intensifying development and by servicing and marketing its best available industrial lands.

2.3.5 Housing

Vancouver is almost fully developed with very little vacant land left for new residential development. There are about 488 ha of land in Vancouver which are vacant or underutilized and redevelopable. About half of this land is now occupied by single detached dwellings. Another 15% consists of land along the north shore of False Creek, which is now used for non-residential purposes but expected to be redeveloped in a residential use.

Trends indicate that further renovation and redevelopment will occur in the City of Vancouver.

3.0 INTRODUCTION: WEST VANCOUVER

This part of the study area comprises the District of West Vancouver (1981 population 35,728), the Village of Lions Bay (1,078) and the unincorporated land to the north and west within the Greater Vancouver Census Division. It includes the community of Bowen Island (235). The total land area is 14 349 ha with a total population of 37,041 (1981).

3.1 POPULATION

The population of West Vancouver declined between 1976 and 1981 by 0.01%. Population forecasts prepared by the GVRD indicate slow growth over the next 10 years.

Persons 55 years of age or older make up 26% of the population, the highest percentage in the lower mainland.

It is possible that up to 10,000 additional people live on lands controlled by the Squamish Indian Band.

Table 12
Population Growth for GVRD and West Vancouver

Year	GVRD Population	Average Annual Increase	West Vancouver Population	Average Annual Increase	% Of GVRD
1971	1,026,735		36,400		3.5
		1.1%		-0.4%	
1976	1,085,242		35,754		3.3
		1.6%		-0.01%	
1981	1,169,831		35,728		3.1
		0.4%		2.9%	
1986	1,195,298		40,982		3.4
		0.8%		0.5%	
1991	1,242,734		42,160		3.4

Source: Statistics Canada, 1981 Census

3.2 ECONOMIC CONTEXT

The West Vancouver area is generally a residential suburb with most residents employed in other parts of the GVRD. The steep topography of West Vancouver has limited expansion as has the high cost of housing (West Vancouver contains some of the most unique and expensive new homes in Canada). The major source of employment within the area is the Park Royal Shopping Centre, near the north end of the Lions Gate Bridge.

Table 13
Labour Force by Industry 1981

Primary Industry	450
Manufacturing	1,420
Construction	845
Transportation, Communication	1,455
Trade	3,780
Finance, Insurance, Real Estate	2,270
Community, Business, Personal Services	7,850
Public Administration, Defence	935
TOTAL	19,015

Source: Statistics Canada, 1981 Census

3.3 URBAN STRUCTURE

3.3.1 General Structure

The Municipality of West Vancouver is 19 km long and up to 5 km wide, most of it on mountain slopes. It serves as a drainage network for 19 major creeks. This difficult topography has created significant problems for transportation networks but has been conducive to exclusive residential development. Commercial development has been concentrated in both strip and node formation at the base of slopes and the hillside 'view lots' have been developed as residential. Industrial land uses are few, and are confined to the waterfront area.

In general, West Vancouver is a single-family residential community. Median income and property values are the highest in the province. Crime rates are low and taxes are slightly above the median range.

3.3.2 Transportation

Due to the problematic nature of the topography, West Vancouver has only Marine Drive and the Upper Levels Highway to provide an east/west link through the municipality.

The pressures of the natural terrain are further compounded by a number of factors including:

i) the large work force commuting to Vancouver
ii) the draw of Park Royal Shopping Centre
iii) traffic to the recreational centres at Cypress Bowl, Garibaldi and Whistler Mountain

iv) limited access to the three-lane Lions Gate Bridge
v) traffic generated from the Lions Gate Bridge
vi) the limitations of a Bailey Bridge across the Capilano River.

3.3.3 Commerce

Commercial development is limited to three distinct areas: Park Royal, Ambleside and Dundarave. Potential future commercial development areas are located in the Park Royal/Indian Reserve areas. Development must be negotiated with special attention to traffic connections. The historic Ambleside neighbourhood has had an economic revival, due in part to the 20 ha apartment zone.

Table 14
Component Distribution of Commercial Floor Space

Type	% West Vancouver	% of GVRD
Shopping Centre	40.9	8
Service Space	27.2	4
Office Space	20.5	2
Retail Space	11.4	1
Total	100.0	

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982.

3.3.4 Industry

It is the current policy of the District of West Vancouver to limit industrial growth and development. For this reason, there is almost no industry in West Vancouver and the little that exists is confined to pockets on the waterfront.

4.0 INTRODUCTION: NORTH VANCOUVER AREA

The North Vancouver Area comprises the City of North Vancouver (1981 population 33,954), the District of North Vancouver (65,367) and the unincorporated land to the north within the Greater Vancouver Census Division. The area, located on the north shore of Burrard Inlet is characterized by steep slopes and hilly terrain. The total land area is 34 626 ha with a 1981 population of 99,321 (1981).

4.1 POPULATION

The North Vancouver Area experienced a relatively high growth rate from 1956 to 1966, which corresponds to a period of substantial migration. From 1971 to the present these growth rates have been steadily declining due to the small amounts of developable land for residential purposes. Between 1981 and 1986 the growth rate in North Vancouver is expected to rise slightly and then decline thereafter due to housing development constraints imposed by lack of available residential land.

Table 15
Population Growth for the GVRD and North Vancouver Area

Year	GVRD Population	Average Annual Increase	North Vancouver Population	Average Annual Increase	% Of GVRD
1971	1,026,735		89,708		8.7
		1.1%		1.2%	
1976	1,085,242		95,154		8.8
		1.6%		0.9%	
1981	1,169,831		99,319		8.5
		0.4%		1.4%	
1986	1,195,298		106,626		8.9
		0.8%		0.6%	
1991	1,242,734		110,160		8.9

Source: Statistics Canada, 1981 Census

4.2 ECONOMIC CONTEXT

The North Vancouver Area is primarily a residential community with associated commercial activity and waterfront/harbour oriented industrial development. The "North Shore" historically has grown as a residential district because of its proximity to the commercial centre of Vancouver and because of the unexcelled views of the city and coast offered by its mountain slopes. Industrial activities play an important role in the economy of North Vancouver. The industrial waterfront district has undergone major growth and will continue to expand as long as land is available. North Vancouver is an important shipping and rail centre and the site of a wide range of manufacturing and commercial service operations.

Table 16
Labour Force by Industry 1981, North Vancouver

Primary Industry	1,355
Manufacturing	6,915
Construction	3,570
Transportation, Communication	6,175
Trade	11,395
Finance, Insurance, Real Estate	5,530
Community, Business, Personal Services	20,195
Public Administration, Defence	3,440
TOTAL	58,590

Source: Statistics Canada, 1981 Census

4.3 URBAN STRUCTURE

4.3.1 General Structure

The District of North Vancouver is characterized by single-family dwellings concentrated in the Capilano and Lynn Valley areas, with pocket developments toward the eastern portion of the district. The City of North Vancouver is characterized by higher density apartments east and west on Lonsdale, and the Victoria Park area with single-family dwellings scattered throughout the city.

Commercial space tends to be concentrated within the city near the waterfront and north/south on Lonsdale Avenue. There are no major commercial areas in the District, instead there are a number of neighbourhood nodes.

Development limitations are imposed by the maximum altitude to which sewer and water can be provided, traffic capacities of the Lions Gate, Second Narrows and Seymour Bridges, and local anti-growth attitudes.

4.3.2 Transportation

The Trans-Canada Highway crosses North Vancouver linking it with West Vancouver, Squamish and Surrey. Within the area, Lonsdale Avenue provides the major north/south arterial road and the Lower Levels Road connects Esplanade with the First and Second Narrows Bridges allowing easy cross-city movement.

The North Vancouver Area is served by a number of railways, including the CNR, CP Rail, BC Railways, Pacific Great Eastern and Burlington Northern Rail.

4.3.3 Commerce

The pattern of commercial development has been established along main transportation routes. In 1982 the area contained a total commercial floor area of 430 000 m^2 including government buildings. There was also approximately 43 337 m^2 of commercial space under construction as of May 1982. The area consists of a number of shopping centres. The latest development, Lonsdale Quay is expected to provide a great stimulus for the area. This mixed use, British Columbia Development Corporation (BCDC) development will contain 46 000 m^2 of commercial space, 300 residential units, a Marine School and a park and is expected to employ 1250 persons. Another 22 ha development similar to this is planned in the form of a "Waterfront Village".

Table 17
Component Distribution of Commercial Space, 1982

	% North Vancouver City	% North Vancouver District	Total % of GVRD
Shopping Centre	20	18	6
Retail	37	30	5
Service	14	30	5
Office	36	14	4
	100	100	5

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

4.3.4 Industry

Historically, industry in the area has located on the waterfront and has been heavily oriented to the use of water and rail modes of transportation. Much of the upland industrial space is devoted to light manufacturing, wholesale and warehouse activities. In May 1982 the City had a total of 1 300 000 m^2 of industrial and warehouse space with no industrial or warehouse buildings under construction.

Industrial Land Use by Types, 1981
Table 18

Type	North Vancouver City (ha)	% of GVRD	District of North Vancouver (ha)	% of GVRD
Food Products	11	4.2	2	0.8
Wood Products	2	0.1	20	2.5
Metal Products	5	1.0	6	1.2
Petro-Chemical Products	2	0.2	37	4.8
Cement Products	1	0.5	8	3.8
General Industrial	13	3.3	23	5.8
Wholesale	12	1.2	43	4.2
Storage	2	0.5	13	0.2
Total	48	1.1	152	3.5

Source: Greater Vancouver's Land Resource: GVRD Planning Dept., 1982

Current industrial activity is located in four distinct areas along the waterfront and upland. Only minor industrial growth is expected as much of the remaining land is steep and rocky and unsuitable for industrial development.

4.3.5 Housing

The North Vancouver Area is an important residential suburb. Only 20% of North Vancouver residents work on the North Shore. The residential mix is approximately 20% apartments, and 80% single-family dwellings. Most of the land in the City of North Vancouver is presently developed and future population increases will be accommodated primarily by redevelopment of older, built-up areas to higher densities. North Vancouver District still as an abundance of developable land.

5.0 INTRODUCTION: COQUITLAM AREA

Coquitlam Area includes the District of Coquitlam, and the Cities of Port Moody and Port Coquitlam.

The District of Coquitlam is situated on the north bank of the Fraser River bounded by Burnaby and New Westminster, Port Coquitlam, and the Trans Canada Highway. Coquitlam has a total land area of 152 km^2. The population in 1981 was 61,077.

Port Moody lies at the head of Burrard Inlet. Port Moody has an area of 1792 ha and a 1981 population of 14,917 (1981).

The City of Port Coquitlam has an area of 2509 ha. Located on the north bank of the Fraser River, it is bounded by the District of Coquitlam. Port Coquitlam is a compact, fast growing commmunity with a population of 27,535 (1981). It is located within 30 minutes of most of the major points in the Greater Vancouver area.

5.1 POPULATION

The 1981 population of Coquitlam Area was 103,529. Forecasts indicate that the 25-34 and 35-44 age groups will continue to dominate the demographic profile, with the older age groups increasing in prominence.

Table 19
Population Growth for GVRD and Coquitlam Area

Year	GVRD Population	Average Annual Increase	Coquitlam Area Population	Average Annual Increase	% Of GVRD
1971	1,026,735		83,563		8.1
		1.1%		1.8%	
1976	1,085,242		91,038		8.4
		1.6%		2.7%	
1981	1,169,831		103,529		8.8
		0.4%		2.3%	
1986	1,195,298		115,690		9.7
		0.8%		1.5%	
1991	1,242,734		124,559		10.0

Source: Statistics Canada, 1981 Census

5.2 ECONOMIC CONTEXT

The Coquitlam Area is primarily a residential suburb with substantial industrial land uses. Fraser Mills is the site of a major sawmill-plywood complex and Ioco is the site of an oil refinery and thermal electric generating plant. Port Moody is heavily industrialized and has a bulk loading terminal for deep sea vessels. Port Coquitlam is the western freight terminus of the CPR and has several large manufacturing plants. Major industries in the commercial and industrial corridor include lumber, sand and gravel, concrete, pottery, food processing and appliance repairs. In addition, the provinces largest mental health facility - Riverview - is located in Coquitlam District.

Table 20
Labour Force by Industry, 1981, Coquitlam Area

Primary Industry	875
Manufacturing	9,040
Construction	4,220
Transportation, Communication	6,090
Trade	11,830
Finance, Insurance, Real Estate	3,685
Community, Business, Personal Services	16,065
Public Administration, Defence	3,225
TOTAL	55,020

Source: Statistics Canada, 1981 Census

5.3 URBAN STRUCTURE

5.3.1 General Structure

The major commercial areas of Coquitlam are focused around numerous shopping centres and along Austin Avenue. Port Moody's commercial area consists of a number of general purpose stores uniformly distributed throughout the municipality. Commercial facilities in Port Coquitlam are congregated in three centres: Downtown Centre, Northside Centre and Lougheed Flint Centre.

The major industrial activities in the Coquitlam Area (primarily gravel) encompass some 324 hectares of which manufacturing, wholesaling and warehousing industries encompass over 202 hectares.

One of the major industrial areas is the Mayfair Industrial Park with a gross acreage of 101.2 ha which features intermodel transportation using CP Rail lines. In the Fraser Mills area, south of the Lougheed Highway, 10 ha are expected to become available prior to 1986. 23 additional ha are available in other industrial areas.

In Port Moody, industrial activity is located around the waterfront.

5.3.2 Transportation

The Coquitlam Area is served by a major highway network. (Barnet Highway, Lougheed Highway and Freeway 101.) Internal movement is through a well planned arterial street system.

All major rail lines (CNR, CPR etc.) access the area with industrial trackage available in some areas (e.g. CPR Marshalling Yards in Port Coquitlam).

Due to the massive growth of the Coquitlam Area improved transit is vitally important. A Commuter Rail System has been designed to run on the existing CPR main line and will carry up to 1,600 passengers to downtown Vancouver in less than 40 minutes.

5.3.3 Commerce

Within the Coquitlam Area, Coquitlam provides a commercial centre base for Port Moody, Port Coquitlam and other municpalities. During the past few years, Coquitlam's population has reached the point where it is large enough to support its own commercial base. As a result, Coquitlam's inventory of commercial space has grown rapidly. Due to the recent poor economic climate, Port Moody and Port Coquitlam have experienced less healthy commercial activity. These cities provide more convenience shopping, while comparitive shoppers travel to Coquitlam.

Table 21
Component distribution of commercial floor space in Coquitlam Area

	% Coquitlam District	% Port Moody	% Port Coquitlam	Total % of GVRD
Shopping Centres	52	4	25	15
Retail Space	21	39	32	4
Service Space	17	35	22	5
Office Space	10	21	21	2
Total	100	100	100	4

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

The Coquitlam Town Centre is one of four regional town centre areas in the GVRD. Consequently the municipality would like to encourage the Coquitlam Town Centre as a focal point for development. With the exception of the large regional shopping centre - Coquitlam Centre, little development has occurred to date.

Development in Port Coquitlam has also occurred following the concept of a strong Downtown Centre. It is anticipated that future development will follow this course.

5.3.4 Industry

In 1982 the Coquitlam Area's inventory of light industrial and warehouse space grew at a faster rate than most of the municipalities in the GVRD. However, despite this rapid growth in recent years, Coquitlam has only 2.8% of the inventory in Greater Vancouver.

Table 22
Industrial Land Use by Type, 1981, Coquitlam Area

Type	Coquitlam (ha)	% of GVRD	Port Moody (ha)	% of GVRD	Port Coquitlam (ha)	% of GVRD
Food Products	1	0.4	1	0.4	2	0.8
Wood Products	129	16.4	11	1.4	5	0.6
Metal Products	10	2.0	14	2.9	33	6.7
Petro-Chemical Prod.	2	0.2	158	20.5	6	0.8
Cement Products	16	7.6	0	0	0	0
General Industrial	25	6.3	0	0	20	5.1
Wholesale	68	6.7	9	0.9	7	0.7
Storage	21	5.0	0	0	0	0
Total	272	6.5	193	4.4	73	1.7

Source: Greater Vancouver's Land Resources GVRD Planning Dept., September 1982

In May 1982, Coquitlam accounted for 11.5% of new industrial space under construction in the GVRD. Only Richmond and Surrey accounted for most of the 15 000 m^2 of space under construction in Coquitlam between 1981-82 was located in or very near the Mayfair Industrial Park. Coquitlam has the highest vacancy rate in the GVRD.

Industrial development in Port Moody is located south of the CPR tracks and on the Burrard waterfront. Major employers include Andres Wines, Can Am Steel, International Submarines, Flavelle Cedar, Gulf Oil, Interprovincial Steel and the Pacific Loading Terminal of the CPR.

Industrial space increased by 15% in 1982 but there is very little space for further industrial development.

The industrial area in Port Coquitlam consists of 125 ha of zoned and serviced land which is more than 40% occupied.

The supply of light industrial and warehouse space in Port Coquitlam has increased by 91 500 m^2 or 5.3% since 1981. Over 1950 m^2 are under construction. The vacancy rate in Port Coquitlam decreased from 2.6% in 1980 to 1.6% in 1982.

5.3.5 Housing

Over 7,000 dwelling units are proposed for Coquitlam, 1,250 of which are in the "downtown" comercial core area and 1,900 are in high density apartments close to the core (1982). A provincial government program to develop Crown land in the northeast sector will produce 6,000 to 8,000 lots over the next 5-10 years. After these sites are occupied, future development will proceed in the Town Centre.

Most of Port Moody's residentially zoned land is developed except for a few infill lots. Most of the growth has been focused on the North Shore. Elsewhere in the community single family developments have been uniformly distributed, with older development centred on the south shore. Since the mud slides which occurred in Port Moody in the winter of 1979, development has been restricted to areas with a slope of less than 20 degrees - any slope steeper than this is to remain public open space.

In Port Coquitlam there is an adequate supply of lands for the next couple of years. Development should proceed in the northeast sector of the municipality; over 60.7 ha are available for residential development. The supply of multi-family sites is adequate and there continues to be interest in multi-family developments. Most multi-family activity is centred in the downtown area.

6.0 INTRODUCTION: BURNABY

Burnaby covers an area of approximately 58 km^2. Burnaby is centrally located in the GVRD adjacent to Vancouver, New Westminster and Coquitlam. The attraction of this central position is reflected in the concentration of population adjacent to the Vancouver-Burnaby boundary.

Development in the municipality has been a well controlled evolution from a sparsely populated bedroom community to the second largest population centre in BC with diverse industrial and commercial sectors. The physical limitations of the Pacific Ocean, Burrard Inlet and the local mountains to the north have served to channel the growth of Metropolitan Vancouver to Burnaby.

6.1 POPULATION

The population of Burnaby is 136,494 (1981), an increase of 3.7% from 1976. This is a lower rate of growth than experienced in the GVRD as a whole (7.8%) and considerably lower than in the rest of the province. In fact, the population growth rate of Burnaby has been steadily declining since 1961. The relatively small population increase in Burnaby can be partially explained in terms of less remaining developable residential land than in other municipalities.

The rate of population increase is expected to vary from one part of Burnaby to another due to spatial variations in housing densities. Relatively rapid growth is expected to occur to the north and east of Central Park (associated with development of Burnaby's Metrotown), around Kingsway and Edmonds (due to increased apartment construction in an area which is planned to become a secondary commercial centre) and in the area between Canada Way and Robert Burnaby Park (construction of additional single family dwellings).

Table 23
Population Growth for GVRD and Burnaby

Year	GVRD Population	Average Annual Increase	Burnaby Population	Average Annual Increase	% Of GVRD
1971	1,026,735		125,660		12.2
		1.1%		1.18%	
1976	1,085,242		131,599		12.1
		1.6%		0.98%	
1981	1,169,831		136,494		11.6
		0.4%		1.9%	
1986	1,195,298		146,203		12.2
		0.8%		0.7%	
1991	1,242,734		151,489		12.2

Source: Statistics Canada, 1981 Census

6.2 ECONOMIC CONTEXT

Burnaby, with the second largest municipal population in British Columbia is a major commercial, service and residential area within the GVRD. Most residents are employed in the lower mainland region. Although Burnaby can be considered an inner residential suburban extension of Vancouver it can also be considered independent of Vancouver in terms of consumer and recreational facilities.

Table 24
Labour Force by Industry, 1981, Burnaby

Primary Industry	1,315
Manufacturing	11,490
Construction	5,325
Transportation, Communication	8,975
Trade	17,200
Finance, Insurance, Real Estate	5,295
Community, Business, Service	21,850
Public Administration, Defence	4,135
TOTAL	75,580

Source: Statistics Canada 1981 Census

Economic development and expansion will be oriented towards office development and tertiary industry. Secondary and tertiary industrial growth is proposed in the Big Bend, Central Valley and Lake City areas. Major commercial and/or office development is proposed for Metrotown, and along Canada Way at Willingdon and Sperling Avenue. The development of two Discovery Parks, (Specialized research office parks) adjacent to the British Columbia Institute of Technology (BCIT) and at Simon Fraser University are anticipated. Multi-family housing development opportunities are plentiful and relate to a series of proportionately scaled commercial centres.

6.3 URBAN STRUCTURE

6.3.1 General Structure

Burnaby has an area of 58 m^2. The land use pattern is dominated by a relatively wide distribution of single and two-family residential areas. This can be explained by Burnaby's historical development as a commuter suburb to Vancouver.

The major traffic routes running east and west have tended to create barriers throughout Burnaby and overall development has become fragmented. The result has been the creation of four separate communities: north, south, east and west Burnaby. Each area has developed its own character, abandoning the concept of an overall Burnaby character. Integrated within this general pattern are four major commercial focal points: Brentwood Mall, Middlegate, Lougheed Mall and Metrotown.

Additional key elements are major institutional areas such as Simon Fraser University, the BCIT and Pacific Vocational Institute Complex, as well as specialized office/employment centres located in the Canada Way/Willingdon Avenue areas.

6.3.2 Transportation

Three major highway systems run east-west through Burnaby: the Lougheed Highway, the Trans-Canada Highway, and the Barnet Highway. These will be further reinforced with a proposed commuter rail along Burrard inlet waterfront and the proposed ALRT. BC Hydro Railway, Canadian National Railway, the Canadian Pacific Railway and the Great Northern Rail service the area.

The ALRT will be a significant factor in the development of Burnaby. The alignment for the proposed ALRT will follow the existing BC Hydro right of way through Burnaby. Four stations, Patterson Station, Metrotown Station, Royal Oak Station and Edmonds Station, are under construction in Burnaby.

Other proposals which will have an impact on Burnaby are the Stormont/McBride Connector and the Annacis Island Bridge. The proposed Stormont Connector consists of a four lane highway providing a major arterial route from Gaglardi Way (with its connections to Hastings Street, the Lougheed Highway, and the Trans Canada Highway) through the George Derby Lands along the Newcombe Street alignment to McBridge Boulevard in New Westminster. This will provide a more efficient linkage to the Patullo Bridge. As the alignment would cross Crown property, severely reducing its development potential, PWC has proposed an alternate route paralleling the Trans Canada Highway. The exact location of the connector is still under negotiation.

A second transportation proposal involves a new Annacis Island crossing. The Annacis Island Bridge, (presently under construction) is expected to divert traffic to Surrey along Boundary Road. This will create a major north-south connection with Surrey and other parts of the lower mainland. BC Railway, Canadian National Railway, the Canadian Pacific Railway and the Great North Rail service the area.

6.3.3 Commerce

The Municipality of Burnaby has designated four primary commercial nodes; Brentwood Mall, Lougheed Mall, Middlegate and Metrotown. In addition a significant office centre is developing on Canada Way near the Sperling intersection. No other new commercial areas have been proposed.

Aside from Brentwood Mall and Lougheed Mall regional shopping centres, commercial development in Burnaby is focused on Kingsway (Metrotown), East Hastings, and various scattered neighbourhoods.

Table 25
Component Distribution of Commercial Space, 1982, Burnaby

Type	% Burnaby	% of GVRD
Shopping Centres	18	12
Retail	30	9
Service	19	8
Office	33	8
TOTAL	100	8

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

The large malls have had a significant impact on the commercial sector. New shopping facilities have reduced the need to commute to Vancouver and have attracted many new businesses creating a trading area that includes Coquitlam and New Westminster as well as Burnaby.

Burnaby's Metrotown, has been designated by the GVRD as a Regional Town Centre. Office space will be a central feature of the Centre. However, plans focus on integrated commercial, social and residential components. Metrotown is intended to form the basis of the urban core of the municipality.

6.3.4 Industry

Burnaby has three main industrial areas: the strip of light industry north of Burnaby Lake, the shorelines along Burrard Inlet and the Big Bend area. In addition to these there are a number of scattered sub-areas, and industrial parks. The Big Bend Development Area in the southern portion of Burnaby is the largest industrial development area on the Burrard Peninsula offering pre-consolidated sites for major industrial projects. Approximately 50% of the land along the North Arm of the Fraser River is suitable for the establishment of water-oriented industrial activities.

Table 26
Industrial Land Use by Type, 1981, Burnaby

Type	Area (ha)	% of GVRD
Food Products	59	22.5
Wood Products	79	10.0
Metal Products	73	14.9
Petro-Chemical Products	298	38.6
Cement Products	13	7.6
General Industrial	33	8.4
Wholesale	176	17.4
Storage	77	18.5
Total	808	18.6

Source: Greater Vancouver's Land Resource: GVRD Planning Dept., 1982.

6.3.5 Housing

Burnaby serves as a bedroom community for people employed in Vancouver and New Westminster.

In the last ten year period, single and two family units have accounted for approximately 26 percent of the total dwelling unit completions. Apartments have averaged approximately 40 percent. This trend towards a greater proportion of apartment units is expected to continue given the diminishing supply of single and two family development areas and the general availability of apartment development opportunities.

Five areas in Burnaby will account for about three quarters of the projected increase in multi-family housing growth: Metrotown, Hastings/Boundary to Willingdon, Lougheed/North Road area, Brentwood area and the Middlegate District.

Burnaby is not suffering from accommodation shortages as severely as Vancouver is. However the vacancy rate is very low, around 2%.

Continued interest has been shown in the Metrotown area for highrise development. An abundance of sites are available. Strata-title construction has increased in the area and this trend is expected to continue. Burnaby has potential room for new development as well as infilling.

7.0 INTRODUCTION: NEW WESTMINSTER

New Westminster City, with an area of 2200 ha and a population of 38,550 (1981), is located approximately 24 km from the mouth of the Fraser River on its north bank. It is bordered by the District of Burnaby to the north, the District of Coquitlam to the east and to the south the Districts of Surrey and Delta. New Westminster, incorporated in 1860, was the first capital of British Columbia. It is one of the oldest and most established communities in Greater Vancouver.

7.1 POPULATION

Approximately 16% of this population is over 65 years of age (compared to figures for the nation - 9% and the province - 10%). The 1976 census revealed the first decline in the city's population. By 1981 the population showed a very gradual (0.4%) increase.

Table 27
Population Growth for GVRD and New Westminster

Year	GVRD Population	Average Annual Increase	New Westminster Area Population	Average Annual Increase	% Of GVRD
1971	1,026,735		42,835		4.2
		1.1%		-2.3%	
1976	1,085,242		38,393		3.5
		1.6%		0.8%	
1981	1,169,831		38,550		3.3
		0.4%		2.1%	
1986	1,195,298		42,512		3.5
		0.8%		0.7%	
1991	1,242,734		44,003		3.5

Source: Statistics Canada

The very slow growth in New Westminster has been attributed to the reduction in household size and the lack of serviced land for new development. Other factors which could inhibit future growth are the lack of adequate access to regional job centres and the lack of residential environments which can compare to those offered by surrounding municipalities. This situation will be alleviated somewhat with the redevelopment of the waterfront and BC Penitentiary Site to residential uses and with the installation of the ALRT.

Projections for 1986 indicate continued slow growth with the population increasing to 45,000.

7.2 ECONOMIC CONTEXT

The primary economic function of New Westminster is as a "service centre" to the Fraser Valley. This service function includes an institutional sector which occupies over 10% of land area in New Westminster, comprised of Douglas College, three hospitals, the Provincial Courthouse, Land Registry Office, and Woodlands School. This sector generates employment for a quarter of the work force. The service industry also includes a commercial/retail sector which has recently suffered from competition with community shopping centres in areas such as Burnaby and Surrey.

Forest products comprise the largest portion of the New Westminster manufacturing industry with major companies such as MacMillan Bloedel, Rayonier Canada and Whonnock Lumber, Canadian Forest Products and Scott Paper.

In 1975 improved shipping facilities were established across the river at the Fraser Surrey Docks and on Annacis Island. With fewer ships utilizing New Westminster, the transportation industry has declined. Marine service industries are moving out of New Westminster to Surrey establishing facilities on the backup lands to the new docks. As relocation continues much of the industrial land in downtown New Westminster is being recycled as residential or commercial land.

Industrial forecasts suggest that future economic development will be concentrated in the tertiary sector. A major redevelopment plan (to revitalize the city core) is now being developed through First City Capital Company.

Table 28
Labour Force by Industry, 1981, New Westminster

Primary Industry	465
Manufacturing	2,590
Construction	1,575
Transportation, Communication	2,190
Trade	3,995
Finance, Insurance, Real Estate	1,865
Community, Business, Personal Services	7,190
Public Administration, Defence	1,275
TOTAL	20,465

Source: Statistics Canada, 1981 Census

7.3 URBAN STRUCTURE

7.3.1 General Structure

New Westminster has a land area of 1565 ha. Patterns of settlement divide the downtown area into three land use types. An industrial area, occupying 141 ha, lies to the west of Eighth Street and along the waterfront. The commercial core, interspersed with institutional uses is centred between Fourth and Eighth Streets. Major institutional uses are situated east of the downtown core. The residential zone stretches east of Sixth Street and north-northwest to the Burnaby and Port Coquitlam boundaries.

The City's official community plan calls for the replacement of the waterfront industrial use with commercial and residential buildings and an increase in densities in the existing commercial and residential zones.

7.3.2 Transportation

New Westminster is serviced by a network of 216 km of streets and roads. It has easy access to the 101 Freeway and truck routes for commercial traffic. Four railways, the CNR, BNR, CPR and BCHR, serve the area. The Fraser River is used for navigation.

The Downtown Vancouver-New Westminster Corridor is a high ALRT priority. The route has a potential ridership of 14-19,000 persons during the peak period. It supports two Regional Town Centres (Burnaby and New Westminster) and Downtown Vancouver, and will provide added transportation capacity across the south arm of the Fraser River. It is considered a key to the success of New Westminster as a Regional Town Centre.

Other proposals which will have an impact on New Westminster are the Stormont connector and the proposed bridge to Annacis Island. The Stormont connector (see Burnaby transportation) would provide a major arterial route from Gaglardi Way in Burnaby to McBride Boulevard in New Westminster. The proposed Annacis Island Bridge will reduce traffic flows through New Westminster to Surrey by providing an alternate route.

7.3.3 Commerce

New Westminster is the 5th ranking community with respect to commercial floorspace behind Vancouver, Burnaby, Surrey and Richmond. Although it contains 5.4% of the total commercial floorspace in the GVRD, New Westminster is an area where shopping centres make up a relatively small proportion of the municipal total.

Table 29
Component Distribution of Commercial Space, 1982

Type	New Westminster %	% of GVRD
Shopping Centres	1.6%	7.9
Retail	44.0%	3.6
Office	35.0%	5.3
Service	16.0%	1.9
Total	100.0	4.9

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

The 1982 commercial floorspace inventory in New Westminster was 1 114 800 m^2, an increase of 1.3% over the adjusted 1981 total. The majority of New Westminster's floorspace is located in the downtown area.

In the last decade New Westminster's commercial area suffered from other municipalities' growth within the GVRD. This resulted in the stagnation and decay of the former Columbia Street business and commercial area. In response, New Westminster has been designated the first priority Regional Town Centre by the GVRD. The status of first priority is expected to give New Westminster the opportunity to attract new development and revitalize existing ones.

7.3.4 Industrial

New Westminster's location on the waterfront has historically been of primary importance to the city's industrial development. As illustrated in Table 30, the fundamental activities are wood products manufacturing, paper and allied manufacturing, both which require a waterfront location.

Table 30
Industrial Land Use by Type, 1981, New Westminster

Type	Area (ha)	% of GVRD
Food Products	2	0.8
Wood Products	82	10.4
Metal Products	6	1.2
Petro-Chemical Products	1	0.1
Cement Products	3	1.4
General Industrial	17	4.3
Wholesale	15	1.4
Storage	15	3.6
Total	141	3.2

Source: Greater Vancouver's Land Resources GVRD Planning Dept., 1982

New Westminster has approximately 3.2% of the total industrial space in the GVRD. There has been no recent increase in the light industrial and warehouse space. The current inventory remains at 71 533 m^2, with no new construction underway.

7.3.5 Institutional

Douglas College's new downtown location is expected to stimulate life in the city. It is hoped that the college will form an additional market for the city's retail and service establishments as well as a cultural focus.

The new Justice Centre, which replaced an obsolete facility on an adjoining site, and the Land Assessment Office have generated extra employment in New Westminster.

7.3.6 Housing

Currently there are very few serviced lots available for development in New Westminster. Those serviced lots available are mainly created through demolition or a change of zoning to increase the density.

New Westminster has 6.2% of GVRD apartment spaces. Currently the apartment vacancy rate for New Westminster is 1.6%. The City's vacancy rates over the past 10 years have consistently been the highest in the GVRD, but always at reasonable levels. At present 42% of the total housing stock can be considered low rent subsidized.

8.0 INTRODUCTION: SURREY

Surrey has an area in excess of 340 km^2. Surrey's boundaries are defined by Delta to the west, Langley to the east, the Fraser River to the north, and the USA to the south. This rapidly growing municipality in the Fraser Valley is considered to have the greatest investment potential of any community in BC. It is the gateway to the USA with the largest truck Customs Office in Western Canada. Surrey is similar in many respects to Richmond and Delta in that it once was primarily an agricultural area that has become a major residential suburb.

8.1 POPULATION

According to the 1981 census the population of Surrey was 147,138, an increase of 26.3% from 1976 when the population was 116,497. During the same period the population of the GVRD, of which Surrey is a part, increased by only 3.53%. Nearly half of the people in Surrey are under 20 years of age and about 40% are between 20 and 55.

This rapidly increasing population creates a demand for more services and retail facilities in Surrey, which in turn is reflected in the growth in the retail/commercial sector in the community.

Table 31
Population Projections for GVRD and Surrey

Year	GVRD Population	Average Annual Increase	Surrey Population	Average Annual Increase	% Of GVRD
1971	1,026,735		98,601		9.6%
		1.1%		3.6%	
1976	1,085,242		116,447		10.7%
		1.6%		1.1%	
1981	1,169,831		147,138		12.6%
		0.4%		0.4%	
1986	1,195,298		147,444		12.3%
		0.8%		1.7%	
1991	1,242,734		159,681		12.8%

Source: Statistics Canada, 1981 Census

8.2 ECONOMIC CONTEXT

Retail trade is the largest employer in Surrey. Although Surrey has a great number of large shopping malls which serve Surrey, Langley and New Westminster, there is little commercial competition.

Surrey encourages all types of industrial development and as a result its industrial base is diversified. Relatively low land prices have attracted many industries. There remains an ample supply of industrial land to be developed. The current rapid growth of Surrey's economy is expected to continue for the next 10-20 years.

Table 32
Labour Force by Industry, 1981, Surrey

Primary Industry	2,810
Manufacturing	13,090
Construction	7,670
Transportation, Communication	7,320
Trade	14,835
Finance, Insurance, Real Estate	3,965
Community, Business, Personal Services	4,355
Public Administration, Defence	18,285
TOTAL	72,325

Source: Statistics Canada, 1981 Census

8.3 URBAN STRUCTURE

8.3.1 General Structure

Surrey has the largest area of any municipality within the GVRD. According to the Livable Region Plan, Surrey's land resources could accommodate more than the entire population growth of the GVRD for the next 10 years.

The municipality is comprised of five distinct urban areas designated as "Towns" with a large green belt of agricultural land running between. The central cores of the five towns (Whalley, Guildford, Newton, Cloverdale and Sunnyside) are planned to contain large department stores as well as specialty shops and service businesses. The municipality has planned relatively high density residential areas around each shopping centre.

8.3.2 Transportation

The Surrey transportation network offers access and distribution in all directions. Surrey is served by four major railway lines, Canadian National, BC Hydro, Canadian Pacific and Burlington Northern as well as Roberts Bank Railway which operates locally. Both the Fraser and Nicomekl Rivers are navigable. The Fraser Surrey docks offer 6 berths for ocean shipping with 69 ha of back up space including 13 935 m^2 of warehousing. The docks have container capacity and are served by all 4 rail lines.

87 km of arterial highway traverse the municipality. The Trans-Canada Highway cuts through Surrey, and Highway 499 from the USA slices one corner. 982 km of municipal roads link major points in the municipality.

Vancouver International Airport is about half an hour away by car and the Boundary Bay Airport near Surrey's Eastern boundary, can accommodate aircraft up to the size of a DC-3.

The second priority ALRT line is slated to extend to Surrey and an ALRT station would be built at 104th Avenue and King George Highway.

8.3.3 Commerce

There are 5 major shopping centres, 5 hotels, 64 motels, and 15 branch banks in Surrey. Retail trade and services, the leading sources of employment, are concentrated in the northwest quarter and Cloverdale areas.

Table 33
Component distribution of Commercial Space, 1981, Surrey

Type	Surrey %	% of GVRD
Shopping Centres	35%	25%
Retail	34	12
Service	13	6
Office	18	5
Total	100	9

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

A major urban area is emerging in North Surrey. Whalley and Guildford are expanding to meet each other (together designated as a Regional Town Centre).

Retail trade and services, the leading sources of employment, are also concentrated in the northwest quarter, White Rock and Cloverdale.

8.3.4 Industry

Because of the abundant land, and good railroad and water access, Surrey is an important industrial suburb. Most of the manufacturing and warehousing facilities are concentrated along the Fraser River or at Newton. In addition large parcels of land in the southeast and northeast corners of the municipality have been assembled and zoned for industrial use.

Industrial land is available along the Fraser River where the Surrey deep-draft dock area is located. This gives Surrey's industrial plants deep sea access to the Pacific Rim countries, and other world markets.

The main industrial sites are located at Newton, where BC Hydro has developed an industrial park, joined by a 20 ha site being developed by the Municipality. In addition, there is land along the Fraser River near Whalley and at Port Kells. Of the 1679 ha of land zoned for industry, some 809 ha are still available.

Industrial activities include steel processing, pipe extrusion, concrete products, sawmills and lumber processing. Coastal and Fraser River salmon fishing are also of major importance.

A deep fresh water port located on the Fraser River at the Fraser-Surrey docks offers a year round sheltered harbour growing and gaining in importance to the container shipping trade.

Table 34
Industrial Land Use by Type, 1981, Surrey

Type	Area (ha)	% of GVRD
Food Products	49	18.7
Wood Products	218	27.7
Metal Products	96	19.6
Petro-Chemical Products	22	2.8
Cement Products	53	25.2
General Industrial	44	11.1
Wholesale	183	18.1
Storage	47	11.3
Total	712	16.4

Source: Greater Vancouver's Land Resources, GVRD Planning Dept., Sept. 1982

8.3.5 Housing

Surrey is an important industrial suburb but also functions as a bedroom community for workers commuting to Vancouver, Burnaby and New Westminster. Residential development has been concentrated in the northwest quarter and in the vicinity of White Rock and Cloverdale.

Growth has been consistent over the last 10 years. Prices have not been as high as in other municipalities in the GVRD. Consequently, many people have been attracted to Surrey in search of affordable housing. In 1982 there was substantial residental construction activity particularly in South Surrey. The most common residential development is single family dwellings. This growth is expected to continue due to the availability of land.

9.0 INTRODUCTION: WHITE ROCK

The City of White Rock has an area of 1401.4 ha. It is bounded on the north, east and west by Surrey. The City is approximately 48 km south-east of Vancouver centre.

9.1 POPULATION

In 1981 the population of White Rock was 13,550, an increase of 8.4% from 1976.

White Rock has experienced a slow but constant rate of growth since its incorporation. Population growth has primarily occurred in the elderly and among young adults between the age of 25 and 34. The overall population structure has not changed much since 1961.

Table 35
Population Growth for GVRD and Burnaby

Year	GVRD Population	Average Annual Increase	White Rock Population	Average Annual Increase	% Of GVRD
1971	1,026,735		10,349		1.0
		1.1%		4.1%	
1976	1,085,242		12,497		1.2
		1.6%		1.7%	
1981	1,169,831		13,550		1.2
		0.4%		1.6%	
1986	1,195,298		14,669		1.2
		0.8%		1.0%	
1991	1,242,734		15,389		1.2

Source: Statistics Canada, 1981 Census

9.2 ECONOMIC CONTEXT

White Rock functions as a bedroom community for Surrey as well as Greater Vancouver. It is primarily a resort, recreation and retirement centre. The tourist industry benefits from the expansive beaches and waterfront areas which serve both the local population and that of metropolitan Vancouver.

Table 36
Labour Force by Industry, 1981, White Rock

Primary Industry	140
Manufacturing	550
Construction	410
Transportation, Communication	540
Trade	880
Finance, Insurance, Real Estate	475
Community, Business, Personal Services	1,945
Public Administration, Defence	450
TOTAL	

Source: Statistics Canada, 1981 Census

9.3 URBAN STRUCTURE

9.3.1 General Structure

The land use pattern is dominated by residential uses which occupy an area of 292 ha. There is no industrial or agricultural land in White Rock. Commercial and institutional uses maintain 15 ha and 12 ha respectively, which are concentrated along the waterfront and in the town centre. Recreational land comprises 23 ha (beaches and waterfront parks).

9.3.2 Transportation

The street system is important in White Rock for pedestrian flow and the strengthening of the City's character orientation to the sea.

Pedestrian safety and ease of pedestrian access is also more important in White Rock than other municipalities because of the significant number of elderly residents and the steep topography. However, many streets that are not open to motor vehicles because of steep topography are valuable recreation assets for walkways, viewsites and play areas.

9.3.3 Commerce

The most important shopping area in the City of White Rock is the Town Centre, bounded by North Bluff, George Street, Thrift Avenue and Martin Street. This centre, combined with the facilities in south Surrey, comprises the major commercial core.

Historically, Marine Drive served as the main commercial district; however, this situation changed over time as commercial activity became concentrated on the Hillside within the Town Centre. As a result the Marine Drive commercial area declined substantially.

In addition to the Town Centre and Marine Drive there are a number of Commercial zones throughout the City. These are either convenience-oriented or special use areas.

Table 37
Component distribution of Commercial Space, 1982, White Rock

Type	White Rock %	% of GVRD
Shopping Centres	10	1
Retail	46	1
Service	22	1
Office	22	0
Total	100	1

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982.

9.3.4 Industry

There are no designated industrial areas in the City of White Rock.

9.3.5 Housing

The dominant characteristic of White Rock's residential land use is the predominance of detached single family homes. A breakdown of housing type is as follows:

Single family detached	68.7%
Apartments	28.8%
Detachment single or multiple	2.5%

However, since 1971, the number of attached multiple family dwellings has increased at a faster rate than single family detached homes. This can be seen as a reflection of the decreased availability of land and increased development costs. The City of White Rock is almost entirely developed with little developable or infill land remaining. Potential for redeveloping existing buildings is limited due to the nature of the housing. Furthermore, most of the homes in White Rock are relatively new (over 75% of the buildings are 28 years old or less), hence limiting the possibilities of replacing older buildings. An important feature of the population, the increase of older residents and young adults unable to resume the responsibilities of a single family home, is reflected in an increase of renters compared to home owners.

10.0 INTRODUCTION: DELTA

Delta is one of the fastest growing municipalities in the Lower Mainland with a total land area of 181 km^2. It is bounded by the south arm of the Fraser River, Washington State, Surrey and the Strait of Georgia. Delta Municipality is comprised of 3 separate centres: Ladner, North Delta and South Delta. It serves as a bedroom community from which many commute to Vancouver, 27 km to the north.

The Delta area is characterized by dairying, beef and crop farming. Salmon are still harvested in the Fraser River. Delta has heavy commercial development as well as a modern industrial centre located on Annacis Island.

10.1 POPULATION

Delta's total population is 74,692 (1981) distributed as follows: South Delta - 18,200, Ladner - 16,092 and North Delta - 40,400.

Although Delta has experienced a 41% overall growth rate between 1971 and 1976, population growth has not been uniform throughout the municipality. South Delta experienced a growth rate of 29%, Ladner and the surrounding farm area 20% and North Delta 60%. The most rapid growth occurred in the southern part of North Delta, more than doubling in population between 1971 and 1976, and continuing to rise between 1976 and 1981.

33% of Delta's population is below the age of 15 as compared to the 22% GVRD average. The largest age group within the total population is the 0-9 age group, followed by the 10-19 group and then the 30-39 age group.

Table 38
Population Growth for GVRD and Delta

Year	GVRD Population	Average Annual Increase	Average Delta Population	Average Annual Increase	% Of GVRD
1971	1,026,735		45,860		4.5
		1.1%		8.1%	
1976	1,085,242		64,492		5.9
		1.6%		3.2%	
1981	1,169,831		74,692		6.4
		0.4%		1.2%	
1986	1,195,298		79,069		6.6
		0.8%		1.5%	
1991	1,242,734		84,990		6.8

Source: Statistics Canada, 1981 Census

10.2 ECONOMIC CONTEXT

Delta's economy, historically centred around agriculture and fishing, has recently been diversifying. A large industrial park on Annacis Island contains many manufacturing plants and Tilbury Island and the port at Robert's Bank are areas of industrial expansion.

The fishing industry still contributes significantly to Delta's overall economic activity. There are several fish processing plants in operation in Delta. A major concern to the fishing industry is ecological damage to the marshlands resulting from urban and industrial development near the waterways.

Delta remains one of the most productive farming districts in the province even though housing, industry and infrastructure have removed much land from agricultural use. Dairying is the leading agricultural component followed by beef cattle and poultry raising. Grain, hay and other feed crops account for the most crop production.

However, despite excellent soil and climatic conditions, a number of problems are experienced by the farming community. These include absentee ownership, high land costs, seasonal variation in prices for commodities and lack of farm help. Other infringements on farming are the establishment of transportation or utility corridors on rural land, conflict with urban neighbours, poor drainage conditions, pressure for conversion to urban or industrial land use and lack of industries for farm supplies and equipment. These factors have resulted in farm closures and a decline in the region's stock of farmland by about 350 ha since 1971.

The bulk of manufacturing activity is concentrated on the industrial estate at Annacis Island. Several sawmills, shingle mills and plywood plants are the major employers.

Table 39
Labour Force by Industry, 1981, Delta

Primary Industry	1,210
Manufacturing	5,885
Construction	2,700
Transportation, Communication	4,780
Trade	7,270
Finance, Insurance, Real Estate	2,595
Community, Business, Personal Services	2,405
Public Administration, Defence	9,555
TOTAL	36,400

Source: Statistics Canada, 1981 Census

10.3 URBAN STRUCTURE

10.3.1 General Structure

Delta's land use pattern is dominated by low-lying farmland much of which has been designated as part of the Agricultural Land Reserve.

Table 40
Distribution of Land Use, Delta

Type of Land Use	%
Urban	21
Agriculture	54
Industry	7
Buens Bay (peat bog)	18

The central eastern portion of Delta contains Burns Bay, a peat deposit area.

Traditionally, fishing activity has been concentrated along the Fraser River.

10.3.2 Transportation

To serve the residential areas in the municipality, a system of arterial and collector streets has developed. The provincial highway system includes Highway 01 to the United States Border and the east-west link through the Fraser Valley, and Highway 17 to connect Highway 99 to the BC Ferry terminal in Robert's Bank. However, these external transportation links to the United States and other areas of the lower mainland are reaching saturation levels.

Burlington Northern Railway, Canadian National Railway and the Harbours Board rail line link Vancouver to Seattle, service industrial areas and link the port with existing systems.

10.3.3 Commerce

In Delta, the commercial centres are located along the major arterial corridors.

Within the three urban communities in Delta, the commercial areas are different due to varied development pressures and local commercial demands.

The commercial area of Ladner resembles a traditional central business district with an easily identifiable 'downtown' core. In North Delta the commercial area has developed a 'strip' along Scott Road. In South Delta, the commercial area has been established along 56th Street specializing in higher order items.

As of 1981 Delta had 2.2% of GVRD's commercial floor space. Just under 45% of Delta's commercial uses are located in North Delta, with the remainder split between Ladner and Tsawwassen.

Table 41
Component Distribution of Commercial Space, Delta

Type	Delta %	% of GVRD
Shopping Centre	51	10
Service Space	20	3
Office Space	10	1
Retail Space	19	2
Total	100	3

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

10.3.4 Industry

In addition to the major existing historical industries of fishing and farming, Delta has experienced considerable diversification of its economic base. Major industries include BC Forest Products, MacMillan Bloedel and Inland Cement. The numerous manufacturing plants include metal fabricating, transportation equipment, various wood products manufacturing, and rubber and plastic operations.

In Delta industry is located along River Road from Burlington Northern Railroad to McDonald Road. In the Ladner area they are located on Annacis Island and in North Delta the Scott Road and Townline areas are industrial. Most of these areas are served by both road and rail transportation and some are located on the waterfront. Recently there has been a general trend for industrial development to locate in planned and serviced industrial parks.

Annacis Island and Tilbury Island continue to be popular locations for individual firms which have had difficulty in obtaining suitable sites elsewhere for their operations. For this reason Annacis Island has a significantly higher number of the heavier industries.

Table 42
Industrial Land Use by Types, 1981, Delta

Type	Area (ha)	% of GVRD
Food Products	27	10.3
Wood Products	62	7.9
Metal Products	61	12.4
Petro-Chemical Products	64	8.3
Cement Products	45	21.4
General Industrial	110	27.9
Wholesale	48	4.7
Storage	106	25.4
Total	523	12.0

Source: Greater Vancouver's Land Resources, GVRD Planning Dept., September 1982

10.3.5 Housing

Within Delta's urban communities, residential development is a dominant land use. Single family development is the largest proportion (89%) of residential development, followed by apartment units (8%) and townhouses (3%).

Home ownership, as opposed to rental, is nearly double that of the city of Vancouver and higher than the GVRD average. Delta is expected to continue to be a desirable area for residential living, especially single family. Only scattered and clustered townhouse and apartment development is expected to occur.

There is a limited supply of new land available for residential development in North Delta. South Delta has some medium density townhouses. Ladner has the most diverse housing stock in terms of age and standard.

11.0 INTRODUCTION: RICHMOND

Richmond is located south of Vancouver, between the north and south arms of the Fraser River. The district has a total land area of 16 806 ha and a population of 96,154 (1981). Richmond is a large residential suburb with many of its inhabitants employed in other parts of metropolitan Vancouver. Its function as a bedroom community is responsible for most of the area's growth over the past two decades and is expected to continue.

11.1 POPULATION

Three quarters of the population in Richmond is under the age of 44. Age specific forecasts indicate that the 25-34 and 35-44 age groups will continue to dominate, with the older group increasing in prominence. The pre-school and school age groups, while increasing in number, are expected to form a decreasing share of total population.

The GVRD's Livable Region Plan gives a target population for 1986 of 125,000.

Table 43
Population Growth for GVRD and Richmond

Year	GVRD Population	Average Annual Increase	Richmond Population	Average Annual Increase	% Of GVRD
1971	1,026,735		62,121		6.1%
		1.1%		5.7%	
1976	1,085,242		80,034		7.4%
		1.6%		3.5%	
1981	1,169,831		94,154		8.0%
		0.4%		2.0%	
1986	1,195,298		103,800		8.7%
		0.8%		1.2%	
1991	1,242,734		110,147		8.8%

Source: Statistics Canada, 1981 Census

11.2 ECONOMIC CONTEXT

Richmond's stable economy is based on a broad range of activities which provide a diverse tax base. Most economic sectors are represented in some form within the municipality.

Historically, Richmond's economy was based on agriculture and fishing. These sectors still play an integral part in the economy. Most of the fishing industry is located at Steveston where three processing plants are located. The fishing industry is characterized by a large number of seasonal jobs, 85% of which are occupied by women. The agriculture industry also has a large seasonal work force. There are over 3600 ha of actively farmed land.

Most industrial activity in Richmond is of the warehousing and light manufacturing variety and is located within one of the several industrial parks scattered throughout the municipality. Along with the residential sector, warehousing can been regarded as Richmond's major contribution to the regional economic picture.

The Vancouver International Airport, located on Sea Island, is located within Richmond. In addition to being the major West Coast air transportation node, the airport provides direct employment for many people.

Lack of land for future residential development will likely decrease the number of housing units being constructed. The industrial sector of the economy will continue to expand for a few years, however it too will experience a sharp slowdown in growth as available industrial land diminishes. The fishing industry will continue to experience a slow decline. The agricultural industry has been stabilized somewhat by the imposition of the provincial agricultural land reserve designations, although in many areas there still exists continuous pressure from urban encroachment.

Table 44
Labour Force by Industry, 1981, Richmond

Primary Industry	1,465
Manufacturing	8,625
Construction	2,815
Transportation, Communication	7,340
Trade	10,825
Finance, Insurance, Real Estate	3,850
Community, Business, Personal Services	3,225
Public Administration, Defence	15,020
TOTAL	53,165

Source: Statistics Canada, 1981 Census, May 1983

11.3 URBAN STRUCTURE

11.3.1 General Structure

Richmond is divided by two major traffic arterials: the 401 Freeway which runs north-south and Westminster Highway which runs east-west. East of the 401 land use is mainly rural and agricultural. The residential sector is located west of the 401 and

south of Westminster Highway. Similarly it is bounded to the south by the east-west oriented Steveston Highway. Most industrial activity can be found north of Westminster and as far east as Knight Street.

11.3.2 Transportation

Richmond's road pattern is a standard north-south oriented grid which provides adequate capacity for inner city traffic movement. Because the municipality is located entirely on an island, movement to and from the neighbouring municipalities is constrained by a limited number of river crossings. On the south side of the island the only crossing is the George Massey Tunnel. Expansion of residential areas in Delta has led to traffic congestion at this crossing. Similar congestion problems exist at the northerly crossing of the 401 freeway.

Urban Transit Authority officials are currently reviewing the ALRT Richmond-Vancouver link. Richmond may be on line within the next decade depending on the success of the first ALRT connection from Vancouver into New Westminster.

The municipality has two main rail routes. The CPR line crosses the North Fraser at Oak Street then branches to Steveston. The CNR line crosses the North Arm at Lulu Island.

11.3.3 Commerce

Commercial activity in Richmond is centered around No. 3 Road and Westminster. The most significant development is the new (1980) Landsdowne Shopping Centre. A number of other smaller shopping centres are located in the vicinity.

The total inventory of commercial space in Richmond in 1981 was 400 000 m^2. This represented an 8% increase over 1980, much of which can be attributed to is two large office buildings.

Table 45
Component Distribution of Commercial Space, Richmond

Type	Richmond %	% of GVRD
Shopping Centres	34	14
Office Space	29	4
Service Space	20	5
Retail	17	3
Total	100	5

Source: Real Estate Trends, Real Estate Board of Greater Vancouver, 1982

Vacancy rates are very low (less than 1%) in the core area. Commercial land values range from approximately $200 to $350 per m^2 (1982) in the Landsdowne area.

11.3.4 Industry

Industrial activity is located in several large industrial parks scattered throughout the municipality . Many of these locations have access to water and rail transportation. Richmond's share of Greater Vancouver's light industrial and warehouse space is about 21%.

Richmond's 60 000 m^2 or 5.9% increase in industrial land inventory between 1980 and 1981 was the largest of all municipalities in the GVRD. Over 75% of this increase was confined to three industrial parks.

Table 46
Industrial Land Use by Types, 1981, Richmond

Type	Area (ha)	% of GVRD
Food Products	61	23.3
Wood Products	78	10.0
Metal Products	117	23.8
Petro-Chemical Products	11	1.4
Cement Products	54	25.7
General Industrial	29	7.4
Wholesale	206	20.4
Storage	83	19.9
Total	639	14.7

Source: Greater Vancouver's Land Resources, GVRD Planning Dept., September 1981

There has been a trend toward light industrial warehousing in Richmond due to the proximity to the Vancouver International Airport. Such activities are currently present in the Bridgeport and Brighouse Estate industrial areas. Richmond's policy is to restrict new residential development in the areas under the flight paths of the airport.

11.3.5 Housing

Demand for housing in Richmond, compared to the rest of the GVRD, is exceptionally high. The amount of land available for single family housing construction is limited. Richmond wants to encourage more infill housing and multi-density uses.

12.0 GOVERNMENT LAND PLANNING OBJECTIVES AND POLICIES

The land planning objectives of the various levels of government, federal, provincial and local, have been postulated as criteria to assess federal holdings in the communities under study. It is felt that these objectives accurately reflect the revised interests of federal land management. The objectives range from the general (federal and to some extent provincial) implying broad national or regional concerns, to the specific (local) indicating detailed directions for community growth and change. The reader will note that each level of government endeavours to achieve these objectives within a particular sphere of activity and that the corresponding programs and projects represent specific ways and means of doing so.

12.1 MUNICIPAL OBJECTIVES AND POLICIES

Vancouver

Objective: Maintain access to, and promote enjoyment of natural settings and the environment, which is perceived as one of the principal components of the quality of life in Vancouver.

Policy: Protect views of the mountains and water.

Maintain parks to a standard in keeping with the desired image for Vancouver.

Ensure good sites for parks of neighbourhood, local, district, waterfront and regional character.

Improve and maintain the water quality of the Fraser River, English Bay and Harbour, so it is suitable for fish, wildlife and recreational use.

Objective: Encourage growth and employment opportunities while maintaining the quality of life and character of the city.

Policy: Support Vancouver's social development as a city that is home to a wide variety of people with many different backgrounds and lifestyles.

Recognize the mixed ethnic character and neighbourhoods of Vancouver by supporting the development of unique character areas, facilities, and activities that promote mixed heritage.

Preserve and enhance the character of unique commercial areas in the City of Vancouver.

Objective: Develop the downtown as an attractive, economically viable, transit-oriented core of the region.

Policy: Strengthen and support trade and port activities.

Emphasize public transit in the development of future transportation.

West Vancouver

Objective: Retain the parklike, neighbourhood oriented character of West Vancouver.

Policy: Permit only slow controlled growth.

Preserve and control creeks and foreshore.

Contain commercial development within its present limits.

Exclude industrial development.

North Vancouver

Objective: Provide good locations for industry while shielding residential and sensitive areas from industrial noise, traffic and pollution.

Objective: Preserve cultural, historical and aesthetic natural areas and buildings.

Policy: The quality of life should be considered as the major priority in all future development even above economic and orderly growth considerations.

Coquitlam

Objective: To contain existing commercial development and establish a Regional Town Centre to act as the downtown and focal point of the municipality.

Policy: Contain commercial development in a number of finite areas (Mallardville, Cariboo, Burquitlam, Austin Avenue and Como Lake Village).

Prevent further strip development along Clarke Road between North Road and Como Lake as well as along Austin Avenue.

Put less emphasis on a number of defined commercial areas; establish a downtown core area through the development of a Town Centre.

Initiate Town Centre development by permitting increased commercial density in the designated Town Centre Area.

Port Moody

Objective: Encourage development on the North Shore of Burrard Inlet while maintaining as many of the natural ammenities as possible.

Policy: Retain all ravines and forested land.

Port Coquitlam

Objective: Encourage industrial and commercial development while concurrently maintaining a strong residential character.

Policy: Encourage slow growth towards a variety of establishments in viable commercial areas thereby strengthening the commercial sector in general.

Burnaby

Objective: Direct the development of Metrotown to retain as much of the remaining natural vegetation as possible and preserve the natural character of the municipality as a whole.

Policy: Limit continuous development along all main loop roads.

Preserve the character and quality of ravine areas which are currently in undisturbed natural zones.

New Westminster

Objective: To establish a Regional Town Centre to act as the downtown and a focal point of the municipality.

Policy: Major retail commercial developments shall be encouraged to locate in and around the City Centre area which shall serve as the main commercial focus of the community.

Major industrial and commercial developments, educational, institutional and cultural facilities shall be encouraged to locate in appropriate areas of the City. Governments, their agencies and the private sector shall be urged to locate future office needs within the City Centre and waterfront areas.

A conceptual road plan, based on a hierarchical road system, shall be established as part of an overall City transportation network.

Development shall be encouraged within the existing pattern of the area and shall be related to the ability of the community to provide efficient public services, utilities and facilities with optimum consideration for the utilization of existing services and facilities.

Surrey

Objective: To ensure a balanced industrial growth while reducing the impact of industrial growth.

Policy: Establishment of industrial parks.

To encourage industrial growth, distributed among as many communities as possible.

Objective: To create identifiable and concentrated urban communities separated by suburban areas.

Policy: To concentrate development in designated town centres.

To amplify special features of each town so that a distinct community identity results.

Objective: To protect and ensure the efficient use of agricultural land.

Policy: To discourage subdivision of agricultural land and residential encroachment.

White Rock

Objective: To maintain stable growth in both the commercial and residential sectors while maintaining the visual attractiveness of the city.

Policy: To provide adequate expansion and growth of commercial facilities to meet tourist and local needs.

To consolidate commercial developments in existing and potentially economically viable areas and discourage commercial strip development elsewhere.

To upgrade or phase out declining commercial areas.

Delta

Objective: Maintain agricultural lands and encourage agricultural industries.

Ensure that development proceeds with consideration to the natural environment.

Policy: Preserve areas of significant biological value and improve the ecology where damaged.

Provide public access to water areas where possible.

Preserve historic areas, buildings and actions that played an important role in the early development of the municipality where possible.

Richmond

Objective: Richmond adheres to the objectives of the GVRD's livable region plan.

Policy: Growth is encouraged, but at the same time the preservation of open space and agricultural land is stressed.

Objective: Planning for transit will follow a comprehensive scheme including, eventually, a rapid transit link.

Objective: Richmond intends to have a balanced tax base.

Policy: Richmond will provide an appropriate balance of residential, commercial and industrial land.

Objective: Richmond intends to preserve its agricultural land.

Policy: Development will occur west of Highway 99.

Objective: Continued development of a regional town center around No. 3 Road and Westminster is an ongoing objective.

Objective: Richmond intends to have a mix of housing types.

Objective: Steveston should be upgraded to become a significant commercial node.

12.2 REGIONAL OBJECTIVES AND POLICIES

Objective: Orderly development

Policy: Make optimum use of existing services and facilities, renew established urban areas

Keep floodplain free of urban development

Organize urban growth in a series of compact regional towns

Develop regional towns through staged expansion and servicing

Objective: Adequate environment

Policy: Develop regional towns through staged subdivision - servicing

Reserve and protect regional recreation areas

Locate industrial areas near regional towns

Complement the region's natural beauty

Avoid pollution of land, water and air

Objective: Most suitable land utilization

Policy: Reserve existing and potential industrial land for industry

Reserve agricultural zoned land for agriculture

Reserve and acquire recreation and conservation areas

Develop land suitable for urban use only at the rate warranted by development trends

Reserve in large parcels areas of water, steep slope, flood plain, poor access, public use or undetermined use, pending further study

Objective: Efficient transportation

Policy: Link regional towns and other land uses with coordinated transportation and communication systems

Integrate transportation system with current and long-range development patterns

Develop regional towns in a compact way that will support a transportation system

Objective: Sound regional economy

Policy: Develop regional towns in a compact way to avoid unncessary public and private expenditure

Relate regional towns to industrial areas and ensure a broad range of job opportunities throughout the region

Reserve existing and potential industrial land for industry

Limit costs of floodproofing and losses from flooding by limiting development in the floodplain.

12.3 PROVINCIAL OBJECTIVES AND POLICIES

Agriculture

Objective: To preserve agricultural land and the agricultural community in general.

Policy: Where exclusion of land from the Agricultural Land Reserve is necessary, to release only the land with the lowest capabilities.

Programs: The British Columbia Agricultural Land Commission was established by an act of the legislature to identify and ensure the preservation of agricultural land.

The Land Commission monitors agricultural land use activities, and deliberates requests to have land removed from the agricultural reserve.

Encouraging farm use and development by use of tax incentives (a recent tax incentive of a 50% reduction in school taxes).

Energy

Objective: To develop energy savings programs as well as to increase public awareness of potential energy savings.

Policies: The BC Ministry of Energy, Mines and Petroleum will promote energy conservation through media channels to educate the public about energy as an important natural resource.

Incentives will be offered in the form of monetary relief programs as established by the Ministry of Energy, Mines and Petroleum.

Programs: BC Hydro offers low interest loans to home owners to insulate their homes.

Highway speed limits have been set to maximum levels of 100 km per hour in an effort to reduce transportation fuel costs.

The Ministry of Energy has used promotional campaigns to encourage carpooling and limit excessive home lighting and heating.

Environment

Objectives: To retain all remaining natural areas and to ensure that new and proposed developments are sensitive to environmental concerns.

Policies: To allow development only when there is no net loss of environmental quality.

To encourage stronger enforcement of existing legislation.

Program: Ensuring that industrial pollution levels remain within specified acceptable limits.

Forestry

Objectives: To protect and to optimize the use of the province's forest resources using the guidelines set forth in the 1979 Forestry Act.

Policy: To assess forested Crown lands for potential resource uses.

Programs: Continuation of existing sustained yield cut programs designed to ensure the long-term replenishment of forest resources.

The province is experimenting with natural and chemical means of controlling tree pests.

Economy

Objectives: To stimulate new industrial growth and expansion.

To encourage industry and small business.

To locate businesses in areas outside the GVRD.

Policy: Not to provide financial assistance to businesses locating inside the GVRD.

Programs: The BC Development Corporation purchases Crown properties and develops Crown and other lands and offers them for sale in the private sector in specific locations at reasonable cost to encourage development.

A joint federal-provincial program was initiated to assist economic development. Three areas to which money and assistance is directed are community industrial development, industrial assistance and research.

Parks

Objective: To provide an adequate number of parks and facilities within the GVRD to ensure a wide range of recreational opportunities.

Program: To acquire and develop waterfront parkland within a day's drive of the GVRD for weekend use. The main emphasis will be near warm, fresh-water bodies although marine parks (Indian Arm and Howe Sound) are proposed.

Transportation:

Objectives: To ensure the maintenance of adequate transportation links between all areas of the Province and to upgrade corridors to meet public demands.

Programs: Prior to the development of a Light Rapid Transit System, more trolley buses will be purchased and trolley service will be extended to UBC in an attempt to free the gas buses for suburban runs.

Extending main traffic routes: 41st Avenue and Broadway and Hastings Streets for example.

Providing better access to and from congested points and to computerize all traffic signals.

12.4 FEDERAL OBJECTIVES

Federal Land Management (FLM) Policy

It is the policy of the government that federal real property be managed economically and efficiently and that it be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

The following federal objectives were primarily derived from the First Annual Review of the Senior Inter-Departmental Committee on Urban Affairs and other federal policy documents.

A. General

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium-size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

B. Program-Related

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region through economic and social development.

(vii) To attract investment into relatively slow growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutitons do not build or support any future flood vulnerable developments in flood risk areas.

C. **Federal Properties (Realty Activities)**

(i) To provide federal departments and agencies, as specified in the appropriate acts, with a full range of real property services required for the successful carrying out of their program responsibilities.

(ii) To develop and manage real property assets of the federal government within its jurisdiction according to sound real estate principles so as to optimize the return to the government and the people of Canada.

13.0 FEDERAL PROPERTIES

13.1 SUMMARY OF FEDERAL PROPERTY CHARACTERISTICS

PWC - Administered Space and Property

In the GVRD, PWC owns 23 buildings which have a total gross floor area of 86 649.5 m^2. A total site area of 141.7 ha is occupied by these buildings. Of this area, 8.5 ha or 4.0% of the total is under water. Clients housed in PWC buildings include: AGR, CEIC, COM, EC, SSC, DVA, RC-C&E, EMR, INA, TC, NHW, CPC, RC-TAX, RCMP and PWC.

In the lease program, PWC administers 97 building leases accounting for 139 204.86 m^2 gross floor area. The department provides space for several clients, including AGR, CBC, CEIC, CSC, COM, EC, DRIE, EMR, EXT, INA, JUS, NFB, NHW, NPB, CPC, PSC, PWC, RC-CE, RCMP, RC-TAX, SSC and TC. The largest amounts of space are presently occupied by RC-Tax (13 970.02 m^2) and the RCMP (10 256.8 m^2). The total area of leased sites is 324.9 ha.

OGD - Administered Space and Property

OGD's own 2 612 992.1 m^2 of space in 437 structures within the GVRD. TC owns the largest amount of space, having 86 443.39 m^2, or 40% of the total. The total site area owned by OGD's is 14 088.37 ha. Of this total, more than 87% of the area is taken up by the Vancouver International Airport, the Vancouver Harbour and various wildlife protection areas.

Seven departments/agencies make up the total of OGD-administered lease space. AGR, CBC, CMHC, DFO, EC, TC and RCMP occupy 11 617.35 m^2 of leased building space with 289.3 ha of related land. Of the land leased by OGD's, 93% is occupied by EC. Much of this land is taken up by national wildlife areas. Many parcels of land are occupied by TC and are used for a variety of projects, the most common of which are navigation lights.

The Department of National Defence owns 10 properties, having a building space total of 42 836.53 m^2. The site total of DND owned properties is 460.98 ha. The area is primarily taken up by armouries or armoury sites. Stanley Park contains a large percentage of DND land.

DND has four leased properties consisting of 546.36 m^2 of building space. Associated with this is 2800 m^2 of leased land. This space is taken up by recruiting centres, an armoury, and an exhibit site at the PNE.

Table 7

Landholdings and Gross Building Areas by Department

Department	Land ha	Building Area Gross m^2
AGR	4.5 (leased)	8 677
CBC	22.20	49 620.45
CMHC	286.96	90 838.0
COM	121.41	651.25
CPC	14.79	85 450.29
CSC	27.93	22 578
DFO	9.09 (2.83 leased)	11 702.15
DND	460.98 (0.44 leased/ reserve)	42 836.53
EC	570.13	--
FRHC	2 523.0	20 000
NHW	0.81	--
PWC	141.7	86 649.5
RC-C&E	0.4	70
RCMP	8.94	31 147.5
TC	2 063.73	74 475.96
VPC	7 978.0	169 741
TOTAL	14 226.8 (7.77 leased)	694 437.63

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 1

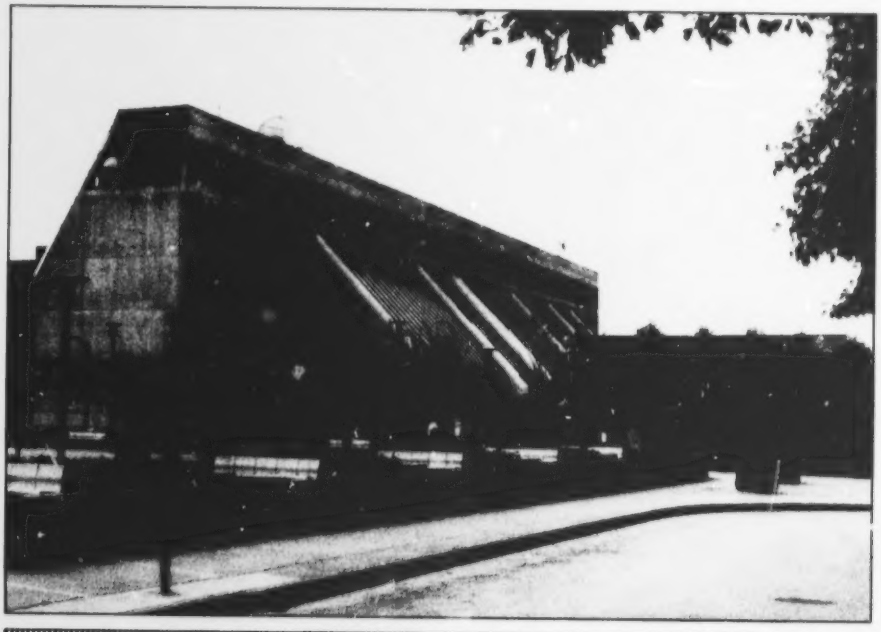
CBC Building
Édifice de Radio-Canada

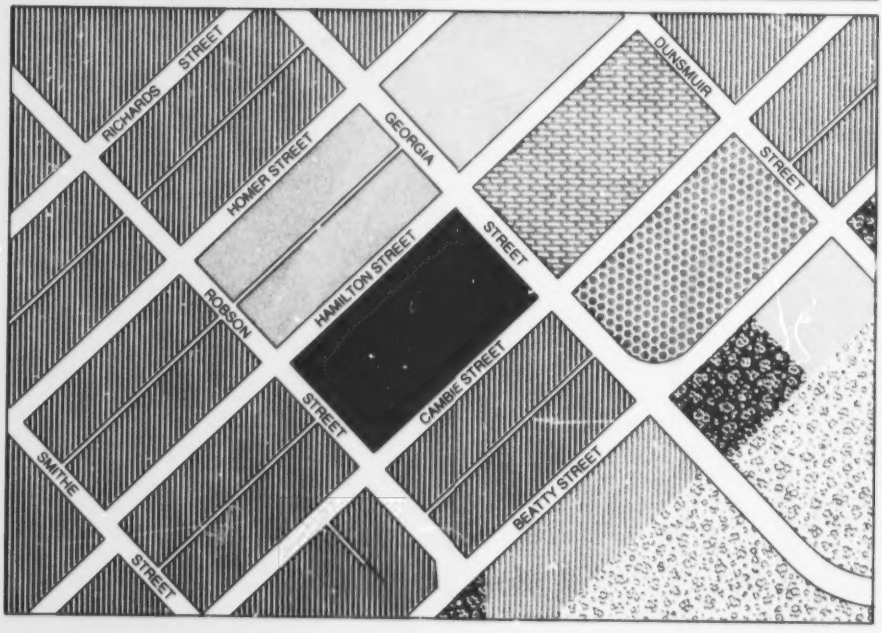
700 Hamilton Street
700, rue Hamilton

OWNER/PROPRIÉTAIRE
CBC/R-C

CRPI/RIC:
5915022 23 CBCO 16867

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

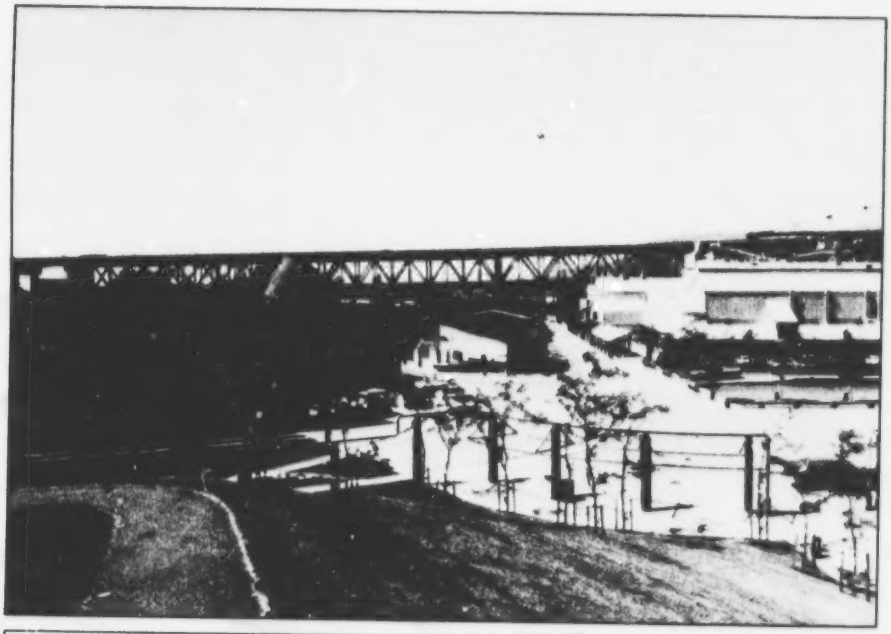
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

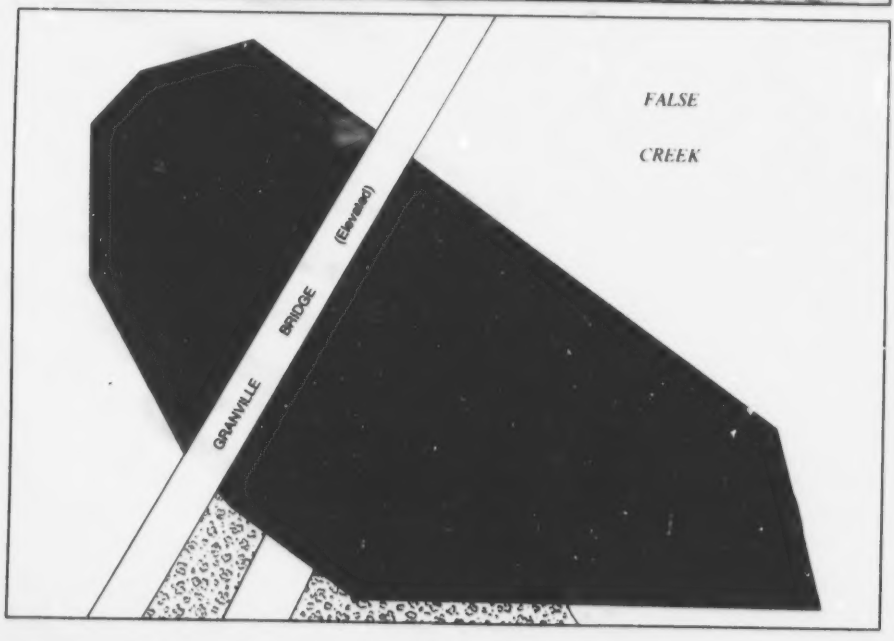
Site 3

Granville Island
Île Granville

Granville Island
Île Granville

OWNER/PROPRIÉTAIRE CMHC/SCHL
CRPI/RIC: 5915022 23 CMHO 16870
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 3

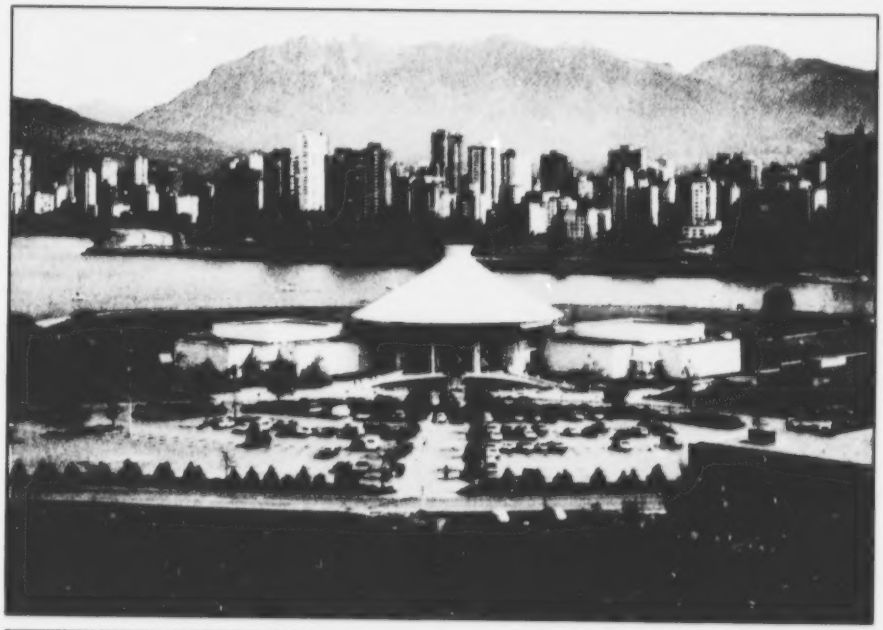
Former RCAF Station
Ancienne base aérienne des forces canadiennes

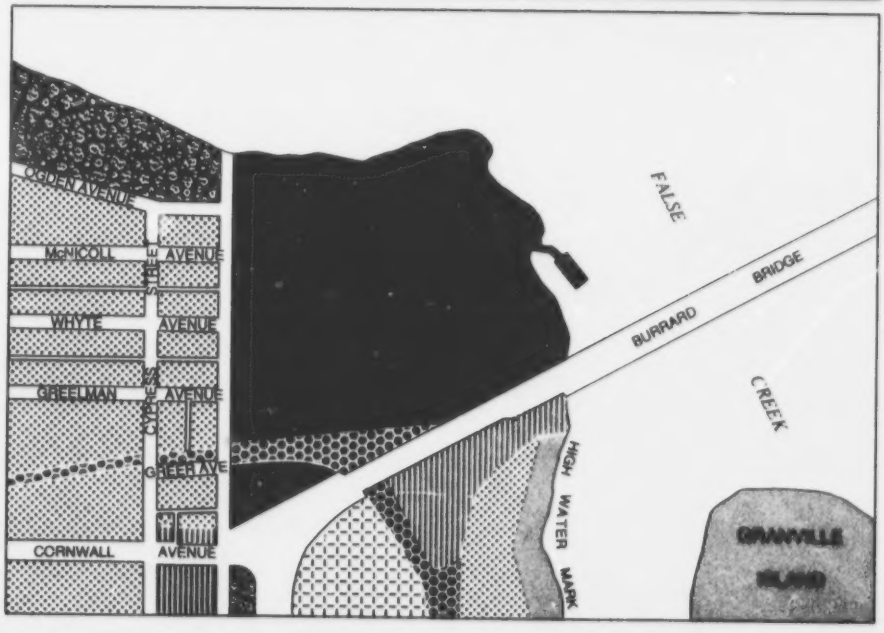
Vanier Park
Parc Vanier

OWNER/PROPRIÉTAIRE
PWC/TPC

CRPI/RIC:
5915022 23 DPWO 16879

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

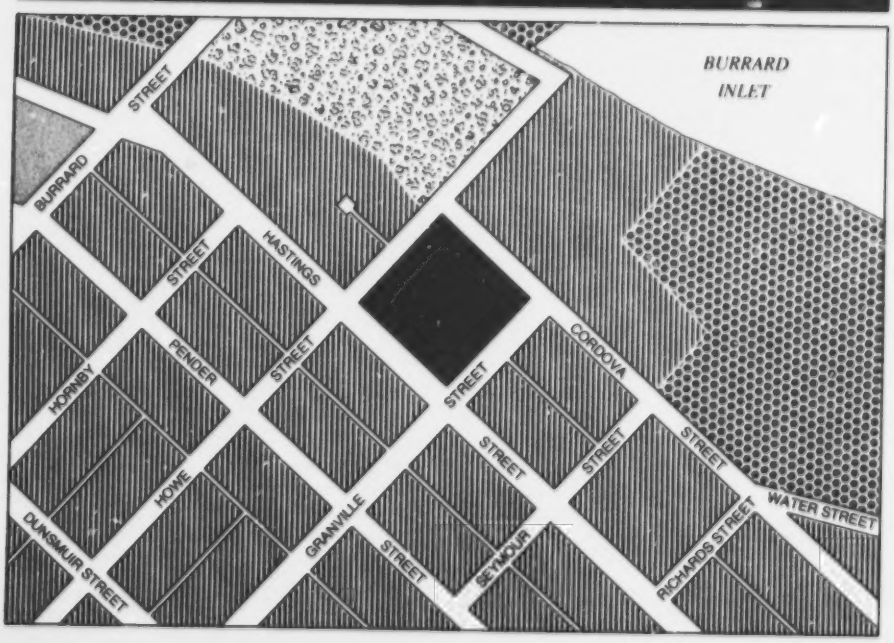
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 4

Block 15
Lot 19

Bounded by Hastings, Howe, Cordova and Granville Streets
Délimité par les rues Hastings, Howe, Cordova et Granville

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI RIC: 5915022 23 DPWO 16880
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 5

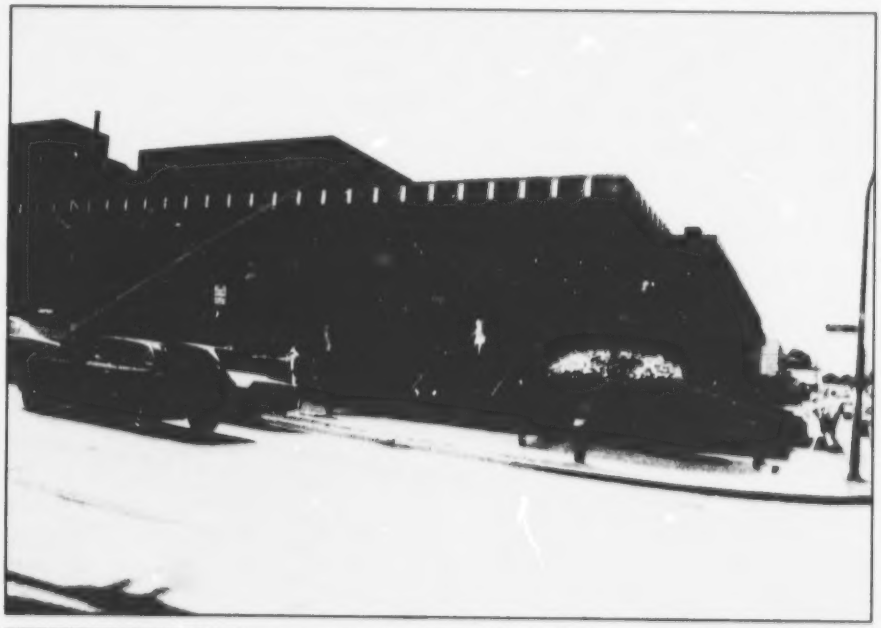
Postal Station D
Succursale postale D

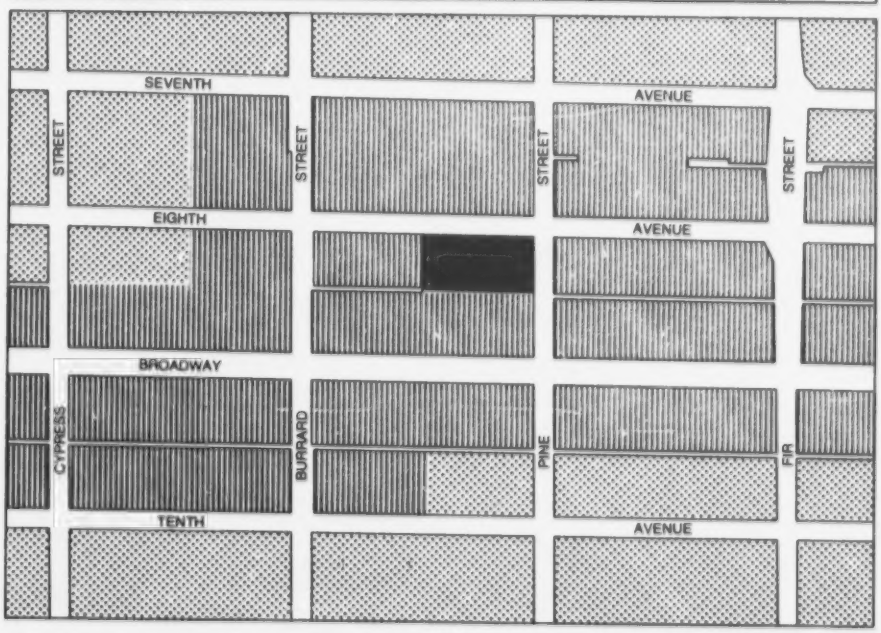
8th Avenue and Pine Street
Angle de la 8e avenue et de la rue Pine

OWNER PROPRIÉTAIRE
CPC/SCP

CRPI RIC
5915022 23 CP00 16882

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

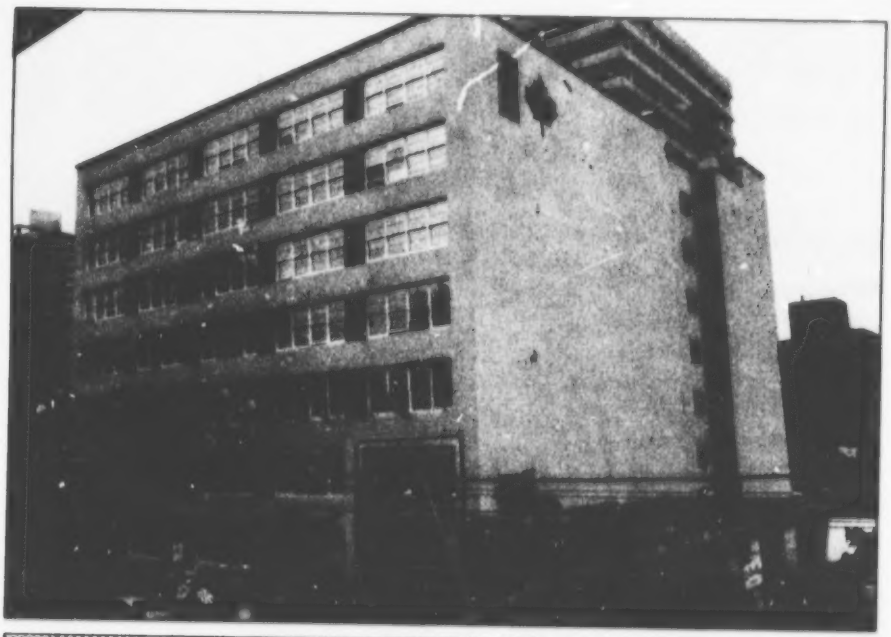
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

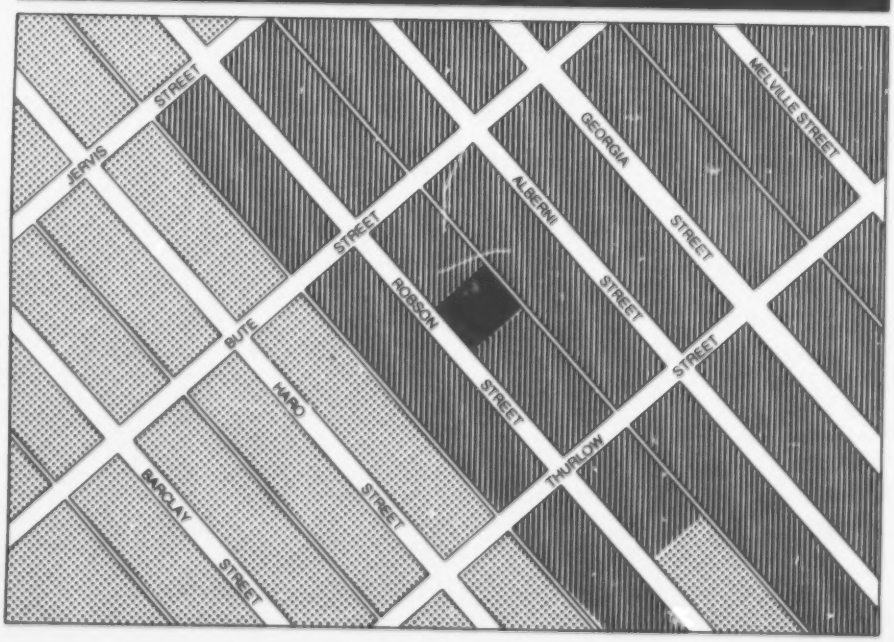
Site 6

Alvin Building
Édifice Alvin

1155 Robson Street
1155, rue Robson

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915022 23 DPWO 16883
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

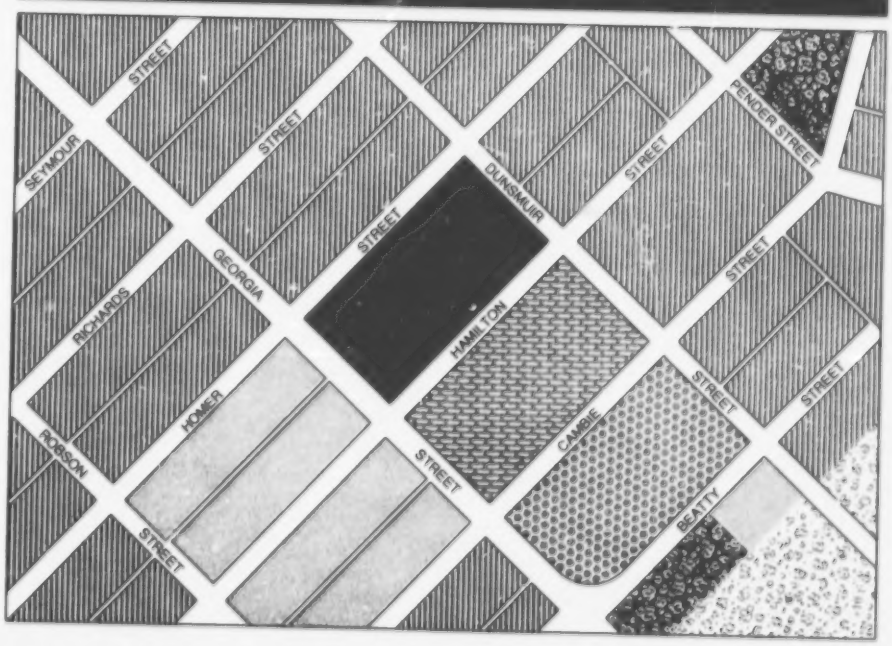
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 7

General Post Office
Bureau de poste principal

349 West Georgia Street
349, rue Georgia ouest

OWNER PROPRIÉTAIRE CPC/SCP
CRPI RIC 5915022 23 CPOO 16884
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

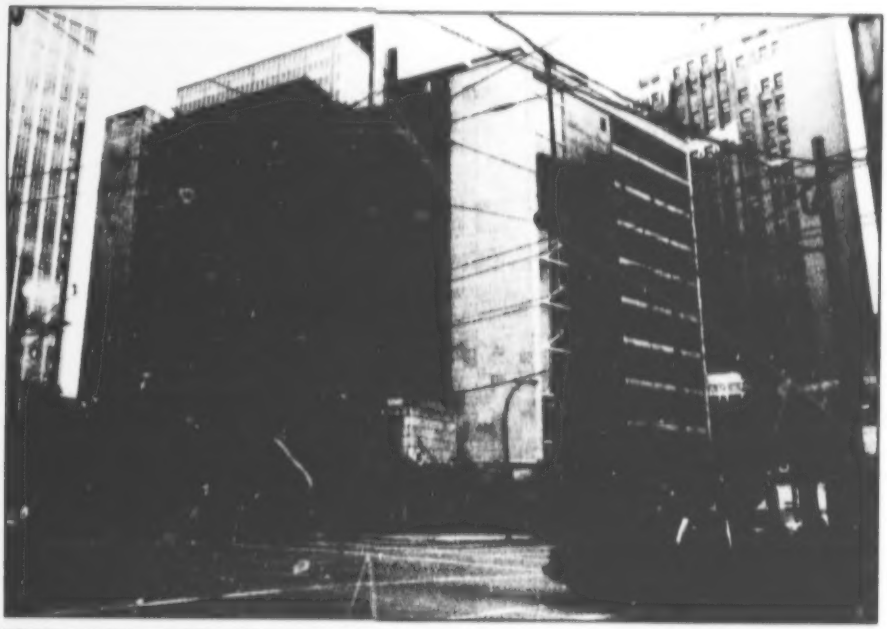
FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

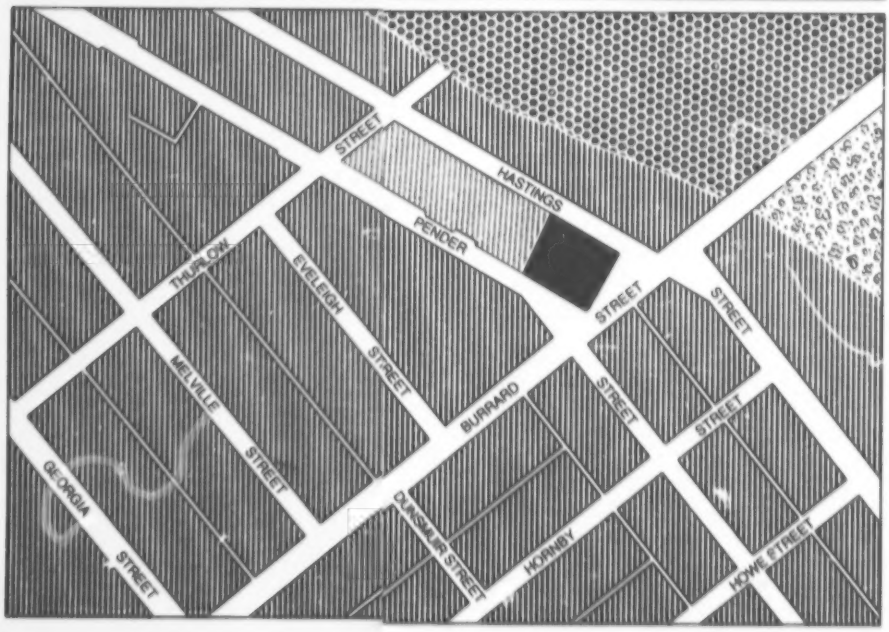
SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

1001 West Pender Street
1001, rue Pender ouest

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915022 23 DPWO 16886
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 9

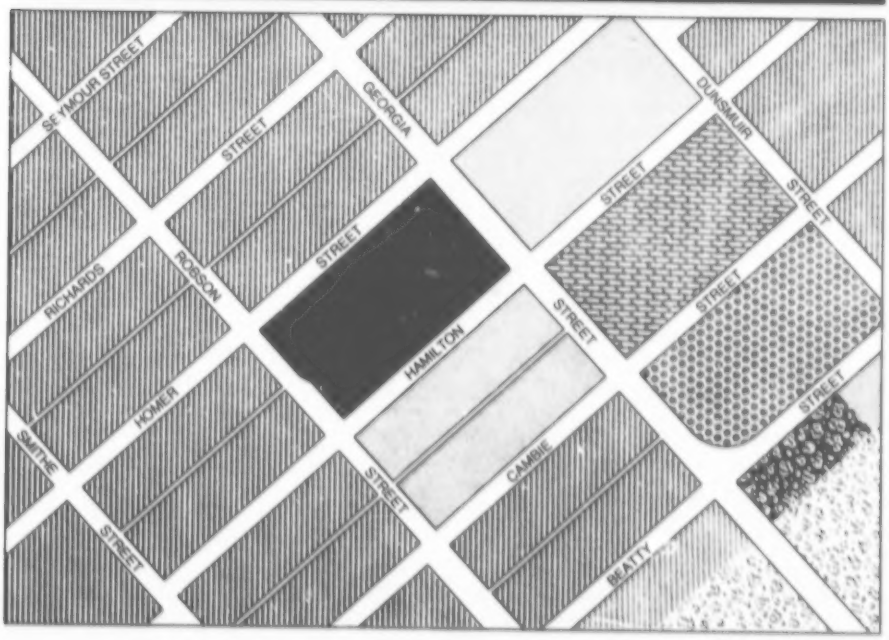
Block 56
Îlot 56

Bounded by Georgia and Homer Streets
Délimité par les rues Georgia et Homer

OWNER PROPRIÉTAIRE
PWC/TPC

CRPI RIC
5915022 23 DPWO 16894

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 10

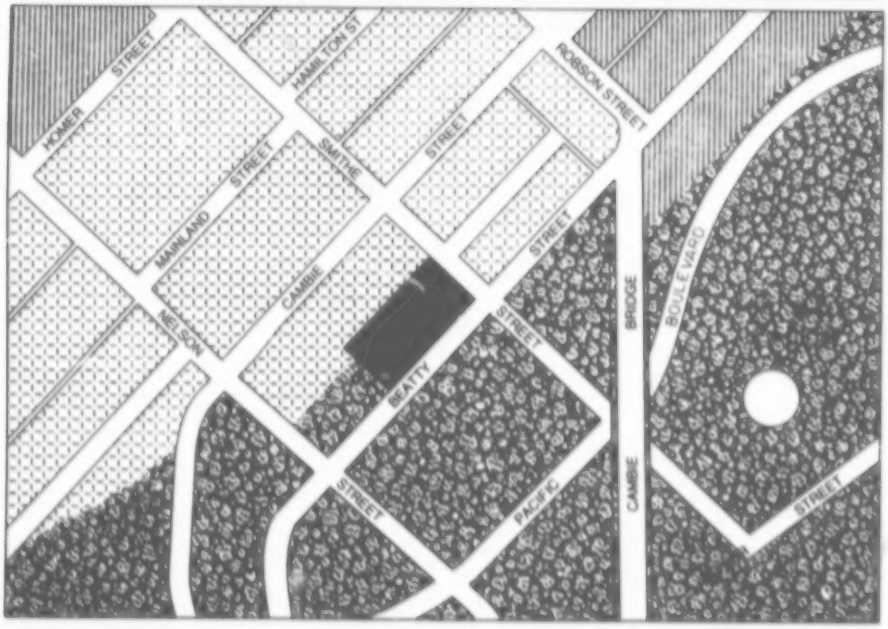
Service Garage
Garage de services

150 Smithe Street
150, rue Smithe

OWNER PROPRIÉTAIRE
CPC / SCP

CRPI RIC
5915022 23 CPOD 16699

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
B.C. PLACE	
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 11

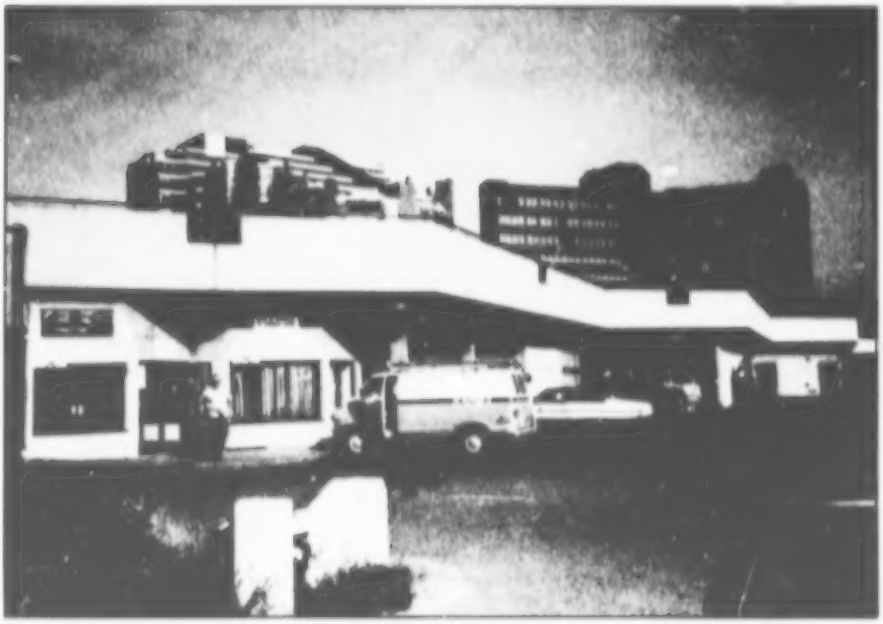
False Creek Fisherman's Terminal
Quai de pêcheurs de False Creek

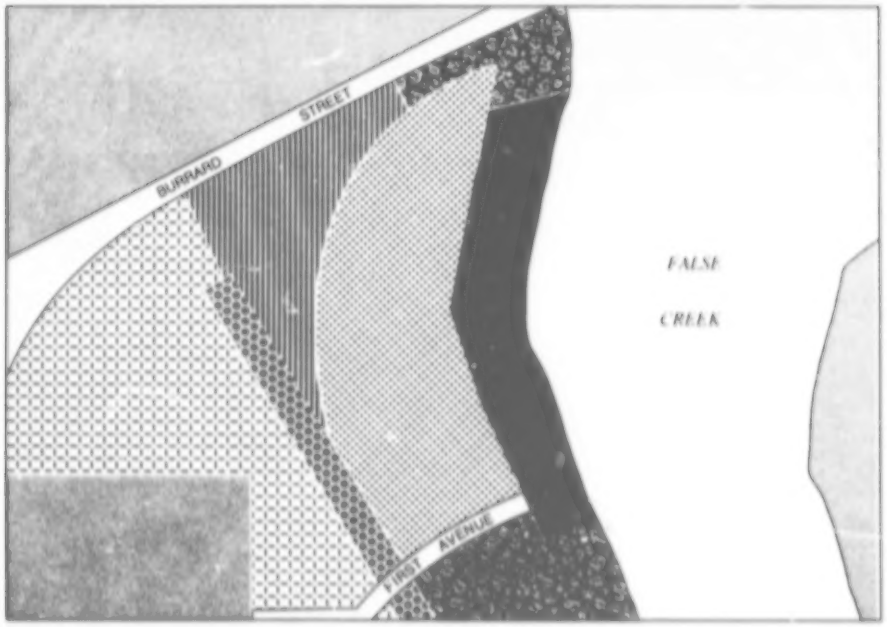
False Creek

OWNER PROPRIÉTAIRE
DEO SCH/MPO PPB

CRPI RIC
5915022 23 NHBO 24582

STUDY YEAR ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

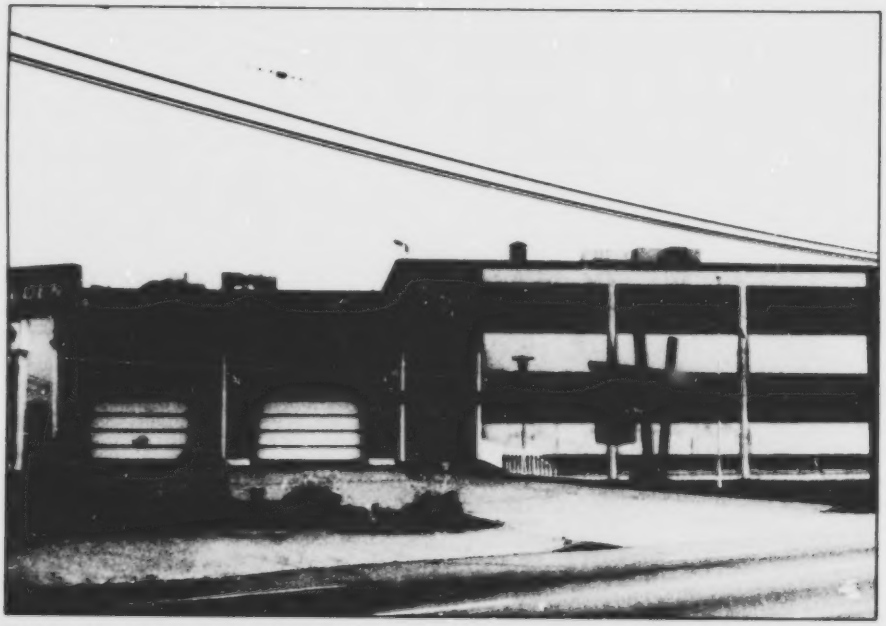
SCALE/ÉCHELLE 1:5,000

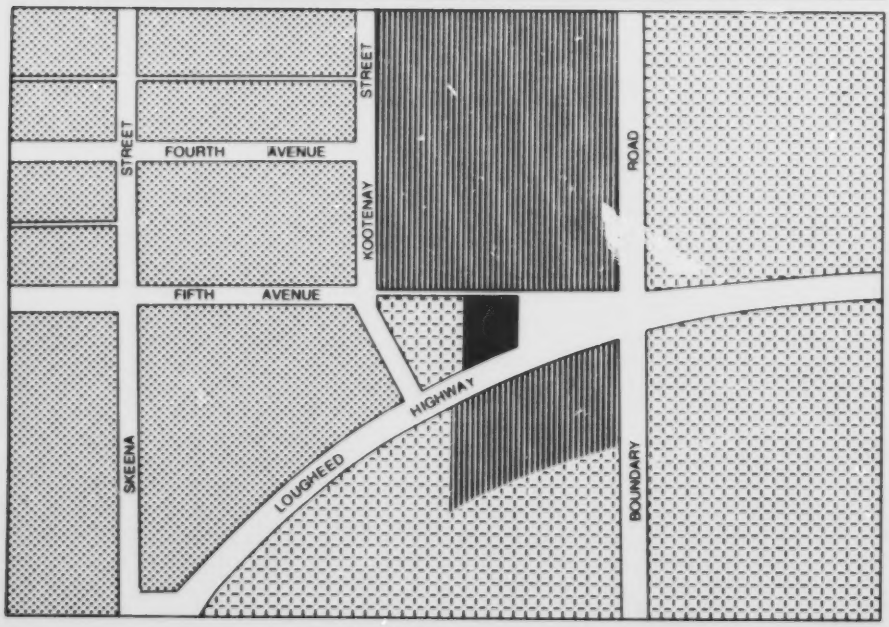
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

3625 Lougheed Highway
3625, route Lougheed

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI RIC 5915022 24 DPWO 16953
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:8,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted] 13

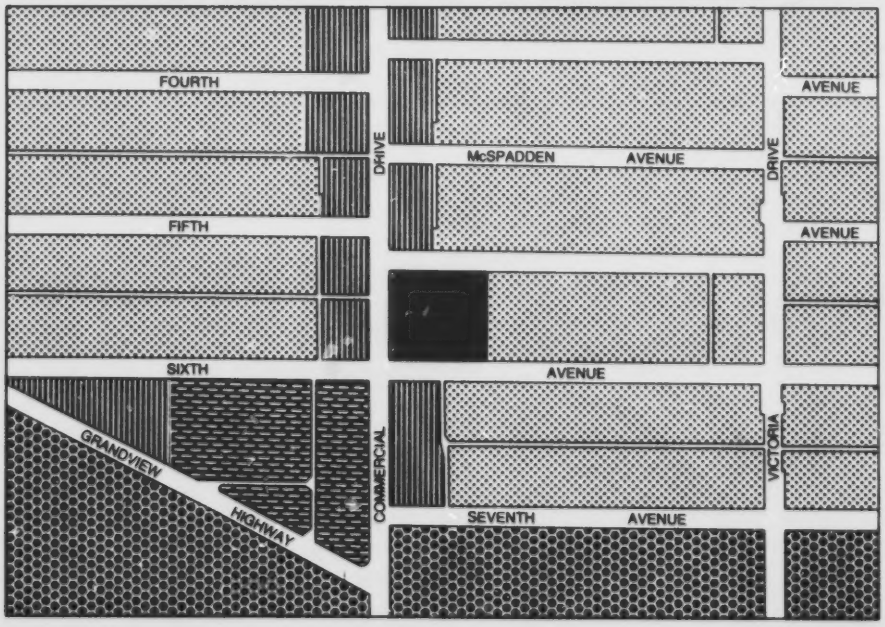
[redacted]

2160 Commercial Drive
2160, Promenade Commercial

OWNER/PROPRIÉTAIRE
CPC/SCP

CRPI/RIC:
5915022 24 CP(X) 16954

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

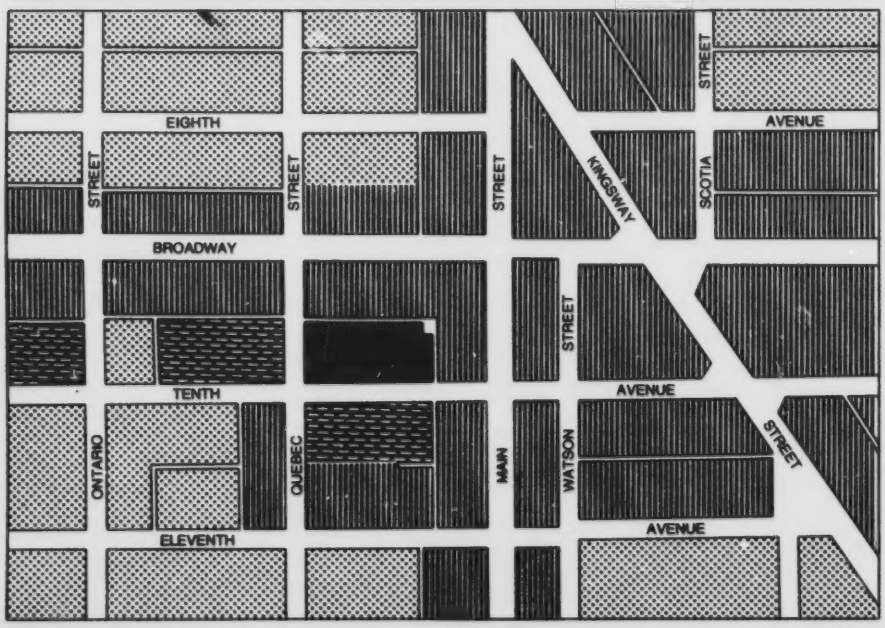
SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

125 East 10th Avenue
125, 10e avenue est

OWNER/PROPRIÉTAIRE
PWC/TPC
CRPI/RIC:
5915022 24 DPWO 16956
STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

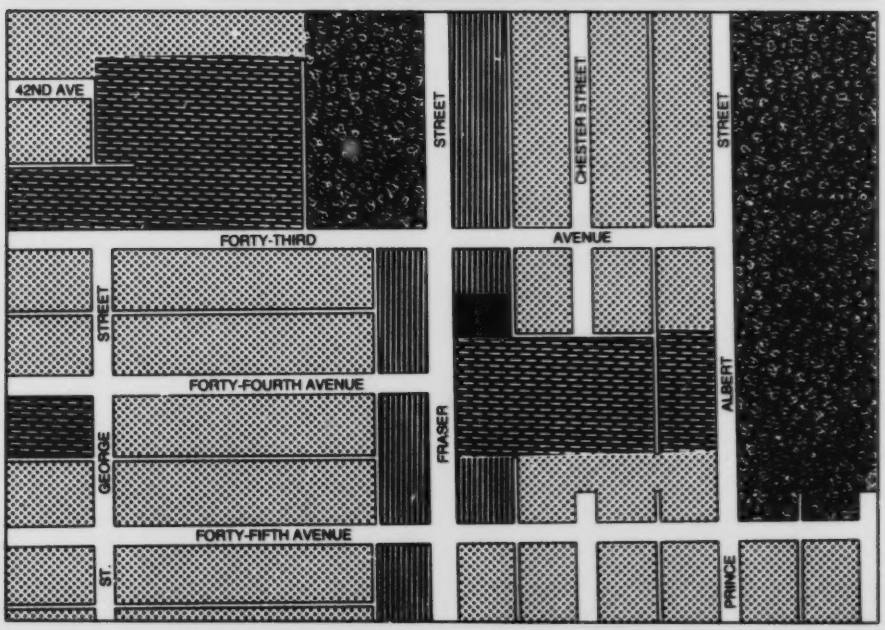
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

5960 Fraser Street
5960, rue Fraser

OWNER/PROPRIÉTAIRE:
CPC/SCP

CRPI/RIC:
5915022 25 CPOO 16852

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

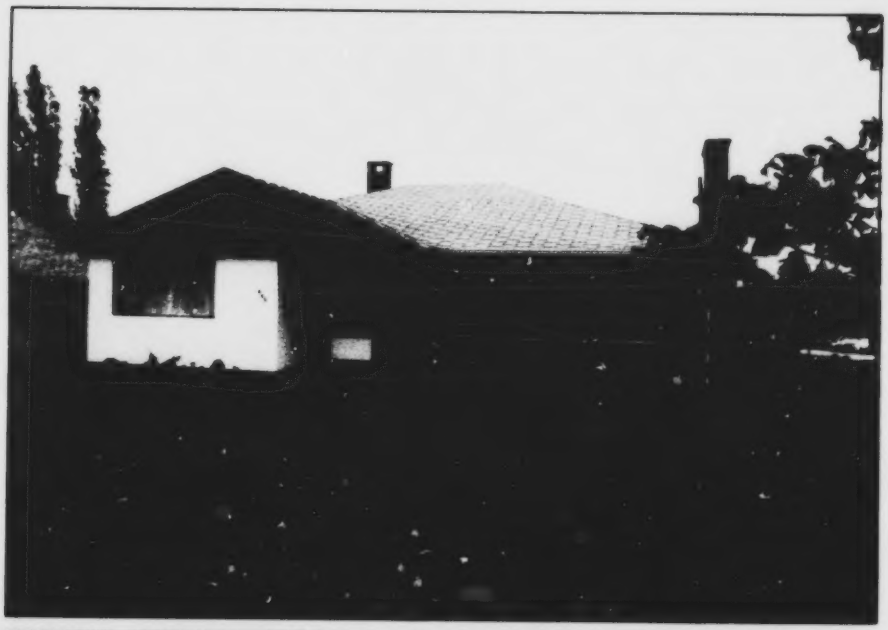
SCALE/ÉCHELLE 1:4,000

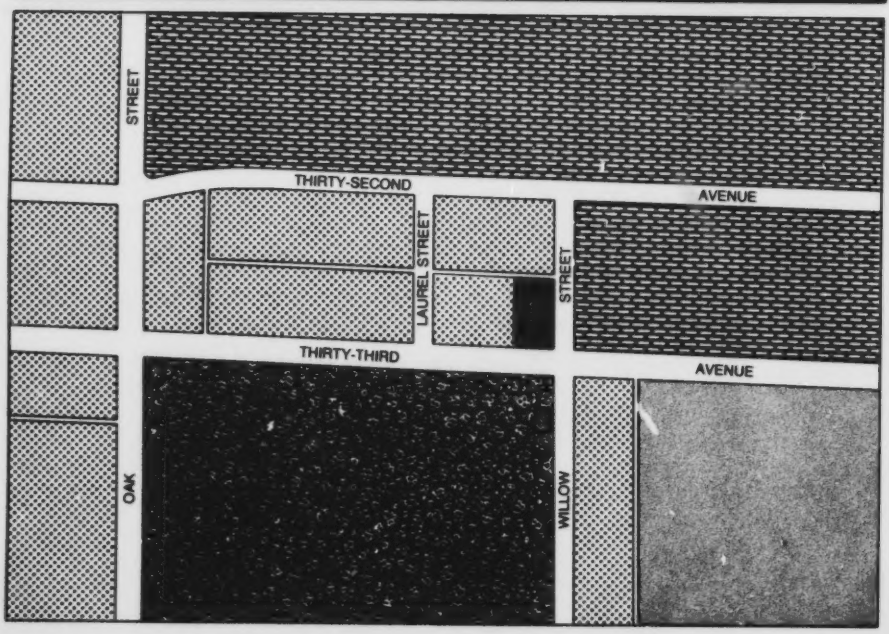
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

809 33rd Avenue West
809, 33e avenue ouest

OWNER/PROPRIÉTAIRE RCMP/GRC
CRPI/RIC: 5915022 25 RCMO 16863
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:4,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 19, 20

Division Headquarters – Subdivision Headquarters
Quartier général de la division – Quartier général de la sous-division

655 West 37th Avenue - 4949 Heather Street
655, 37e avenue ouest - 4949, rue Heather

OWNER PROPRIÉTAIRE
RCMP/GRC
CRPI RIC
5915022 25 RCMO 28685 5915022 25 RCMO 16864
STUDY YEAR/ANNÉE D'ÉTUDE
1983

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

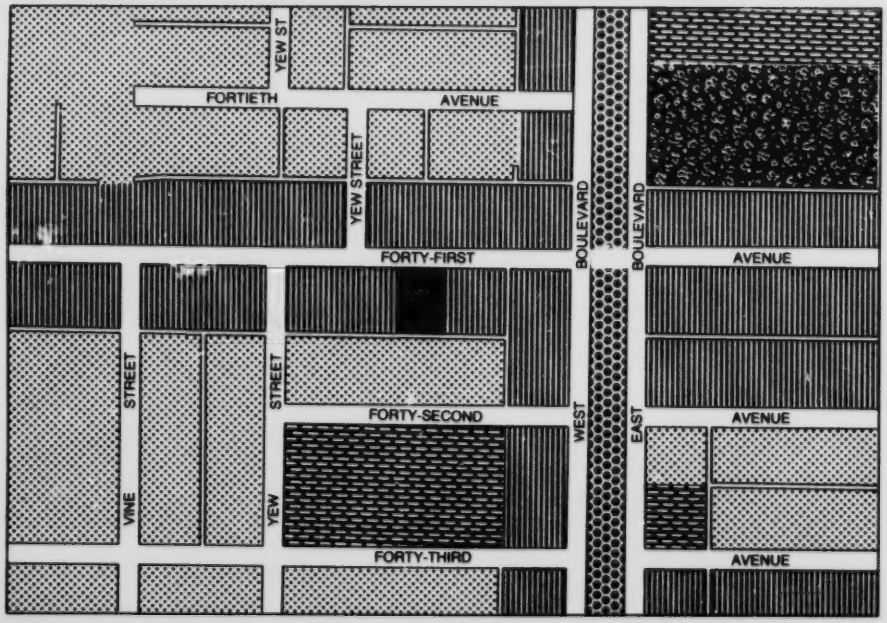
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 21

Postal Station "E"
Succursale postale "E"

2128 West 41st Avenue
2128, 41e avenue ouest

OWNER / PROPRIÉTAIRE PWC/TPC
CRPI / RIC: 5915022 27 DPWO 16854
STUDY YEAR / ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

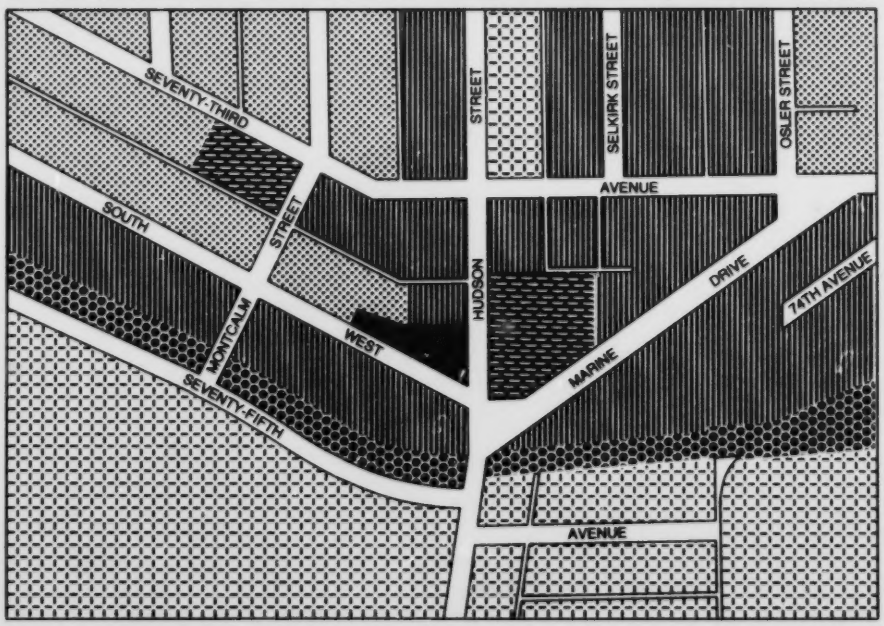
SCALE/ÉCHELLE 1: 3,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Hudson and Marine Drive
Angle de la rue Hudson et promenade Marine

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915022 27 DPWO 16858
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 23

[redacted]
Fort Stanley

Vancouver

OWNER / PROPRIÉTAIRE
DND / MDN

CRPI / RIC:
5915022 23 DNDO 16871

STUDY YEAR / ANNÉE D'ÉTUDE
1983

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

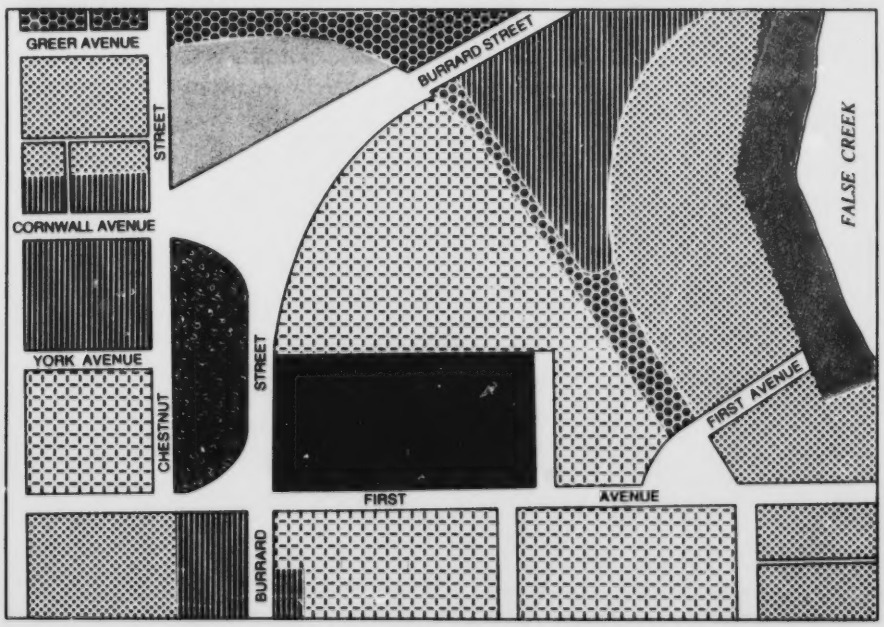
SCALE / ÉCHELLE 1:25,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

1650 Burrard Street
1650, rue Burrard

OWNER / PROPRIÉTAIRE
DND / MDN
CRPI / RIC:
5915022 23 DNDO 16872
STUDY YEAR / ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:5,000

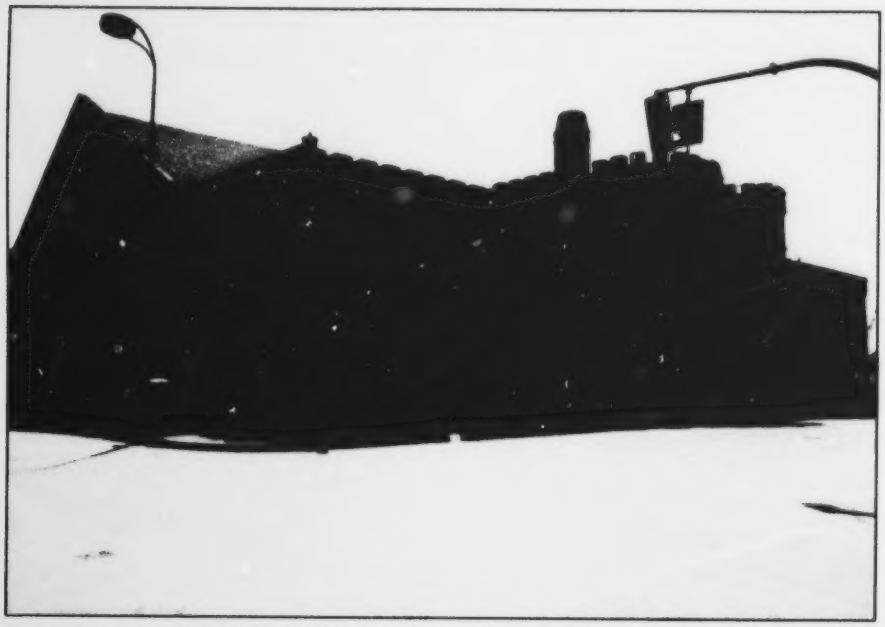
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

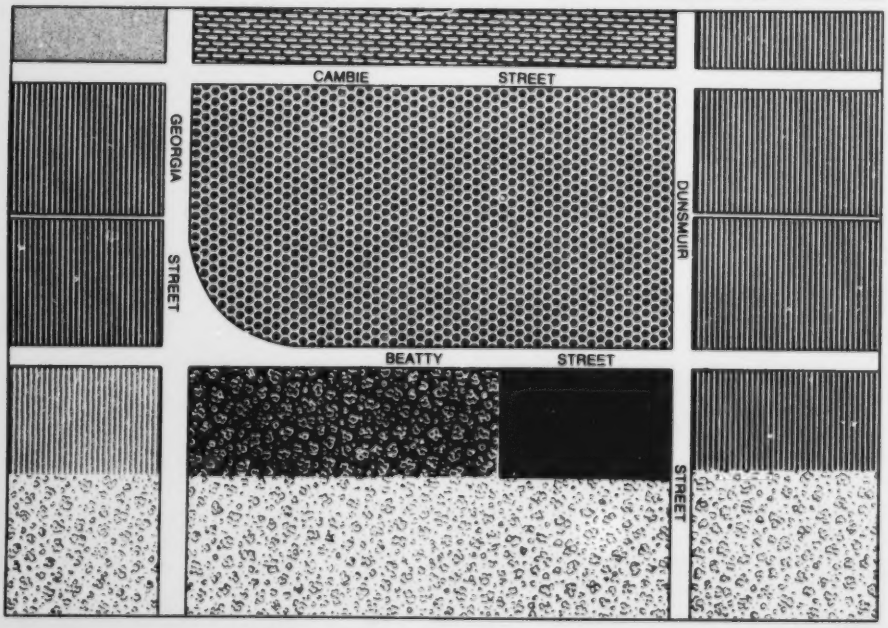
Site 25

Beatty Street Armoury
Manège militaire de la rue Beatty

620 Beatty Street
620, rue Beatty

OWNER/PROPRIÉTAIRE DND/MDN
CRPI/RIC: 5915022 23 DNDO 16873
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
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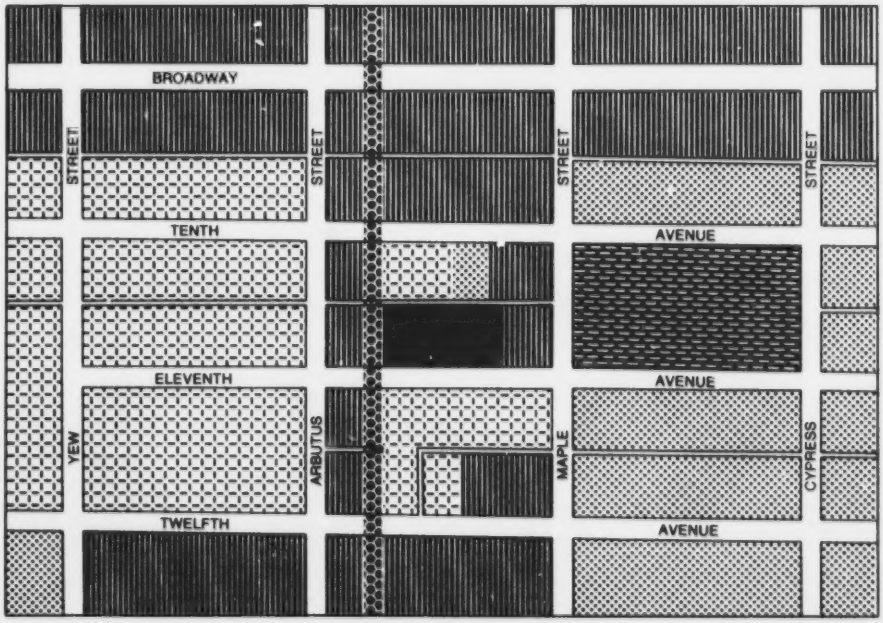
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:2,500

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

2025 West 11th Avenue
2025, 11e avenue ouest

OWNER / PROPRIÉTAIRE
DND / MDN
CRPI / RIC:
5915022 23 DNDO 16874
STUDY YEAR / ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:5,000

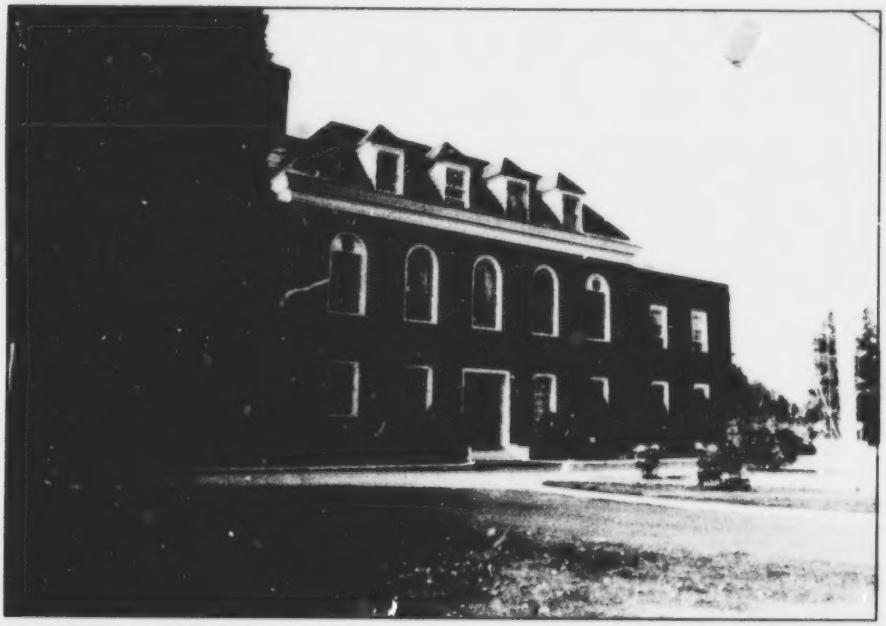
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

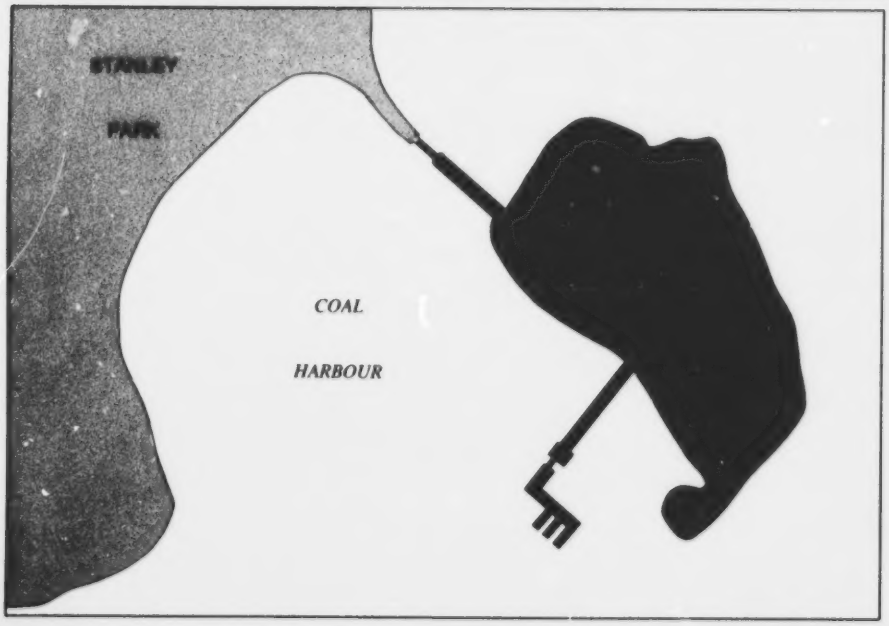
Site 27

HMCS Discovery
HMCS Discovery

Deadmans' Island
Île Deadmans'

OWNER/PROPRIÉTAIRE DND/MDN
CRPI/RIC: 5915022 23 DNDO 16876
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

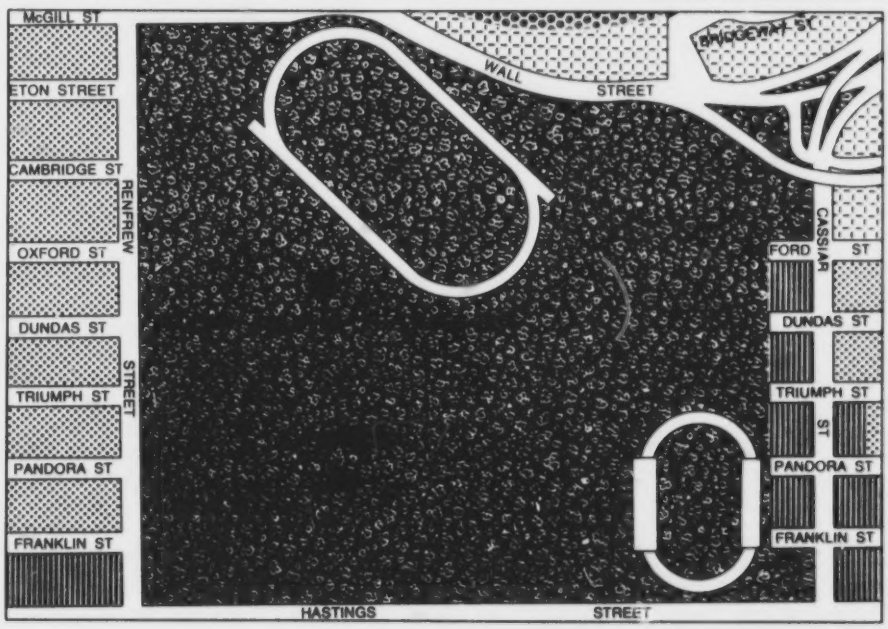
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Pacific National Exhibition Grounds
Terrains de l'exposition nationale Pacific

OWNER PROPRIÉTAIRE	DND/MDN
CRPI RIC	5915022 24 DNDO 16952
STUDY YEAR ANNÉE D'ÉTUDE	1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

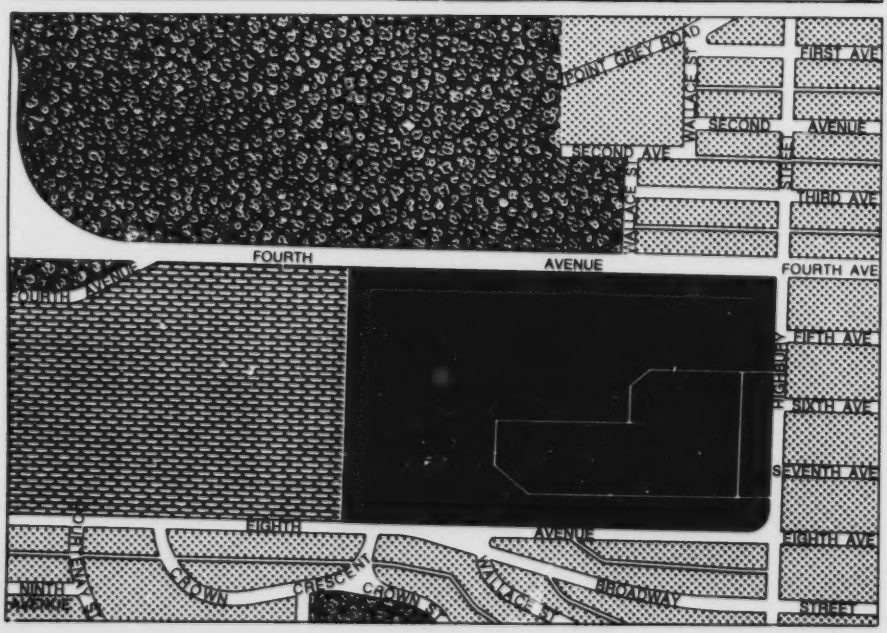
SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Pacific Region Head Office
Quartier général de la Région du Pacifique

4050 West 9th Avenue
4050, 9e avenue ouest

OWNER/PROPRIÉTAIRE DND/MDN
CRPI/RIC: 5915022 26 DNDO 16861
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

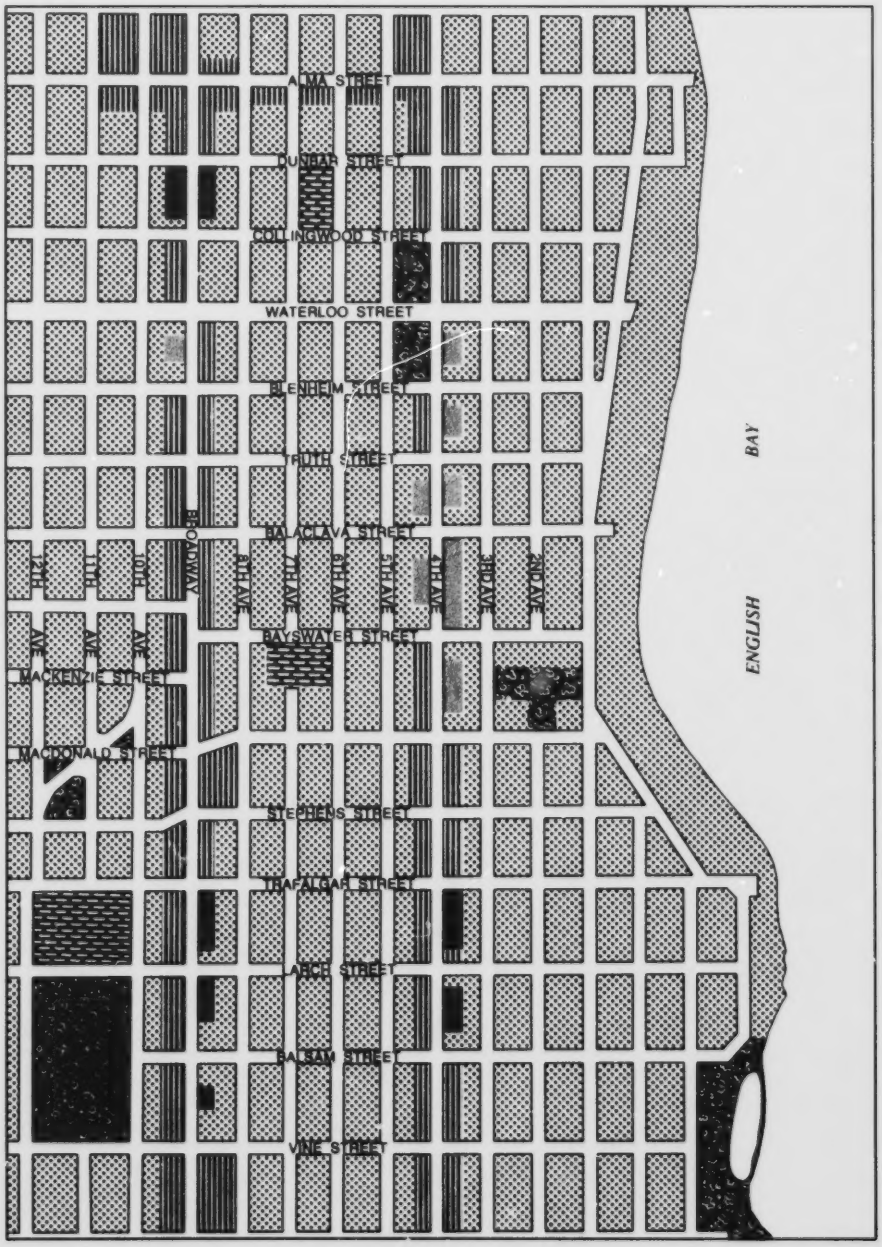
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Scattered sites
Dispersés à travers la ville

OWNER/PROPRIÉTAIRE CMHC/SCHL
CRPI/RIC: not in the CRPI pas dans le RIC
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:13,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

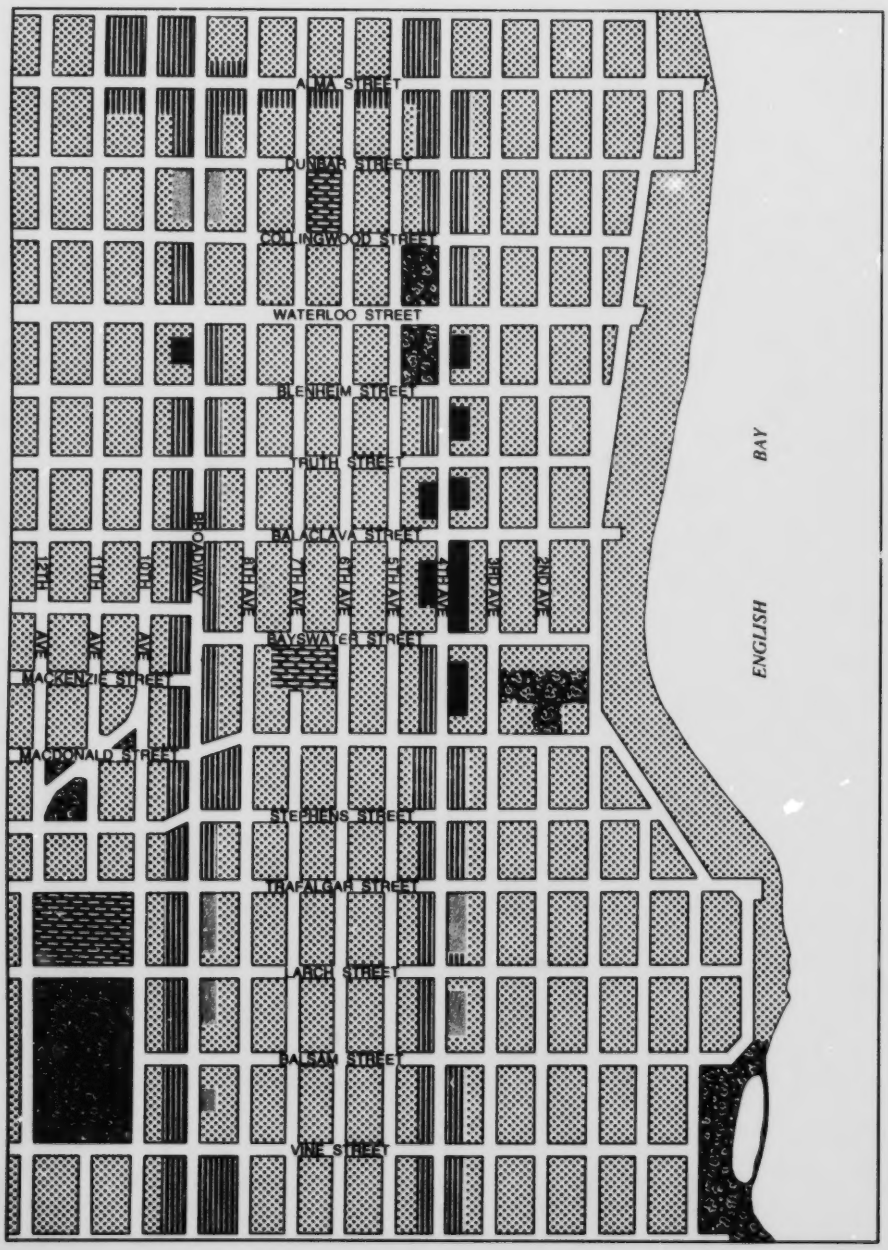
[redacted]

Scattered sites
Dispersés à travers la ville

OWNER/PROPRIÉTAIRE
CMHC/SCHL

CRPI/RIC:
not in the CRPI
pas dans le RIC

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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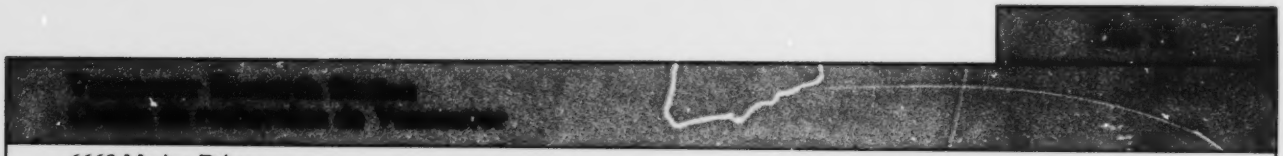
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

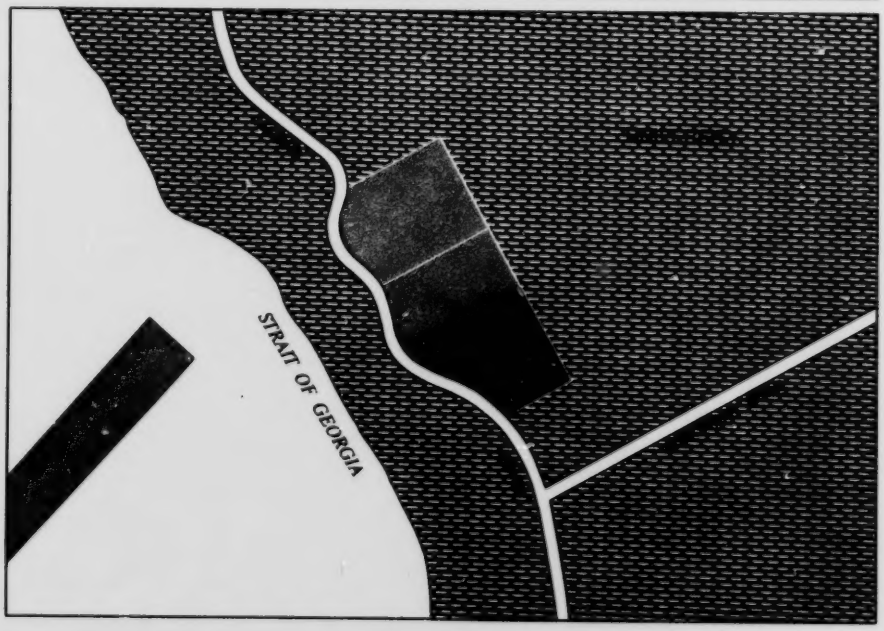
SCALE/ÉCHELLE 1:13,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ



6660 Marine Drive
6660, Promenade Marine

OWNER / PROPRIÉTAIRE
AGR / AGR
CRPI / RIC:
5915018 26 AGRO 16835
STUDY YEAR / ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

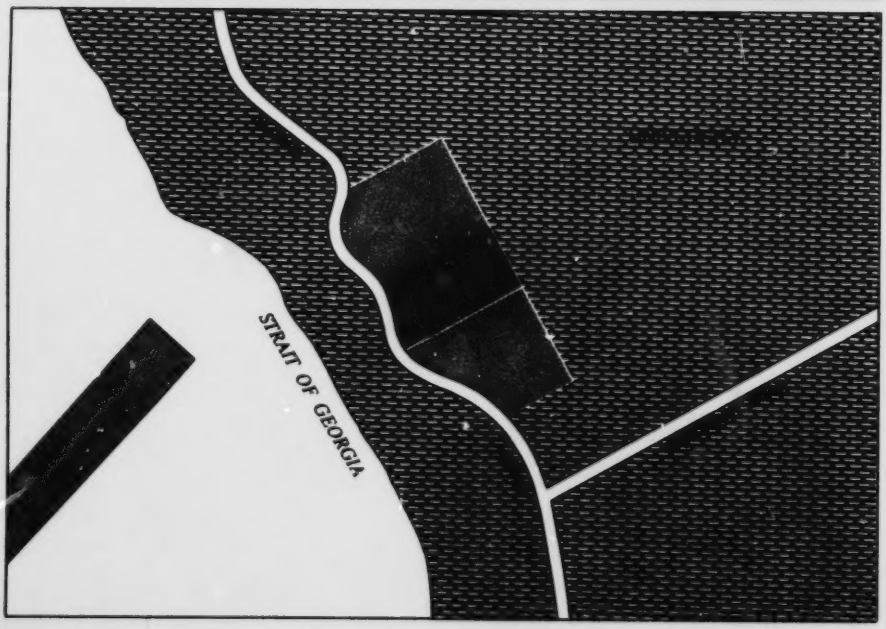
SCALE / ÉCHELLE 1 : 10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

6640 Marine Drive
6640, promenade Marine

OWNER/PROPRIÉTAIRE
DFO/MPO
CRPI/RIC:
5915018 26 DFOO 16838
STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

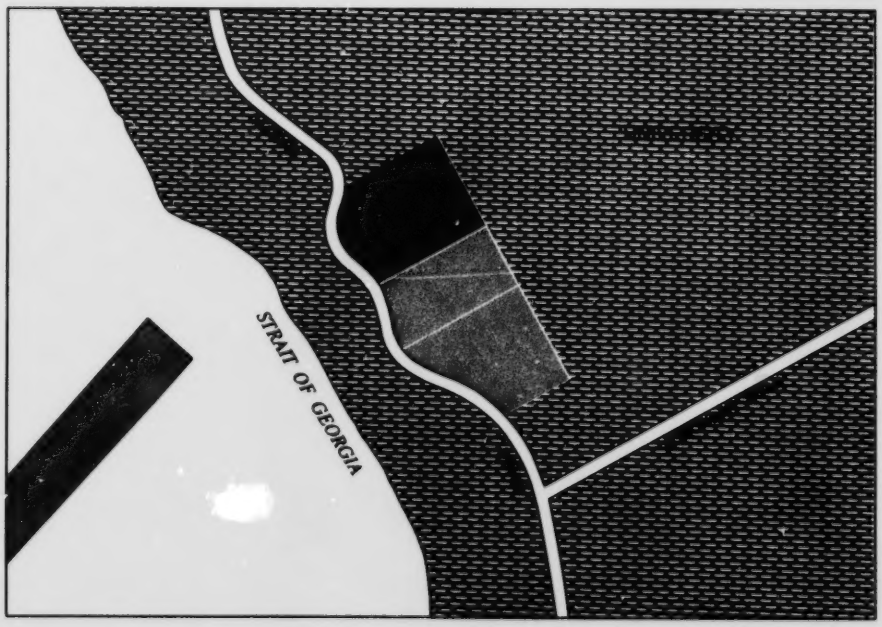
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Marine Drive, UBC
Promenade Marine, Univ. de la Colombie-Britannique

OWNER / PROPRIÉTAIRE
EC/EC
CRPI / RIC:
5915018 26 DOE4 16837
STUDY YEAR / ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

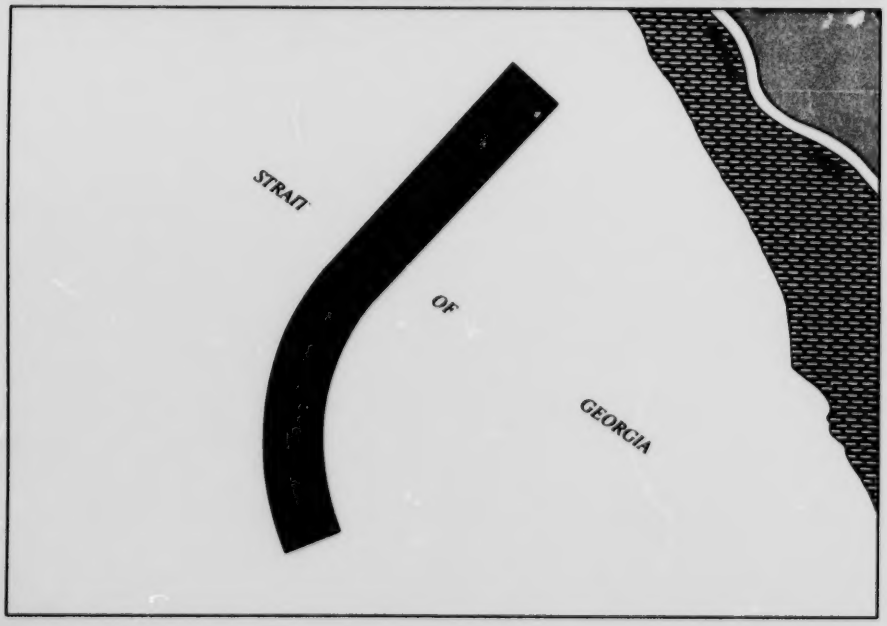
SCALE / ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Below Southwest Marine Drive
Au-dessous de la promenade Marine Sud-ouest

OWNER/PROPRIÉTAIRE TC/TC
CRPI/RIC: 5915018 26 DPWO 16840
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

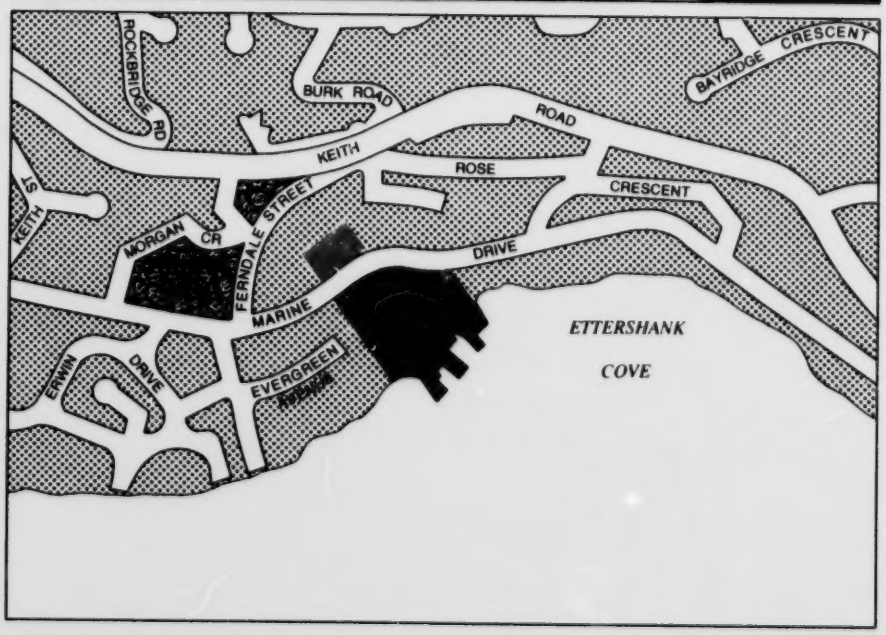
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

4160 Marine Drive, West Vancouver
4160, Promenade Marine, West Vancouver

OWNER/PROPRIÉTAIRE DFO/MPO
CRPI/RIC: 5915055 02 DFOO 17096
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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UNDEVELOPED	NON AMÉNAGÉ

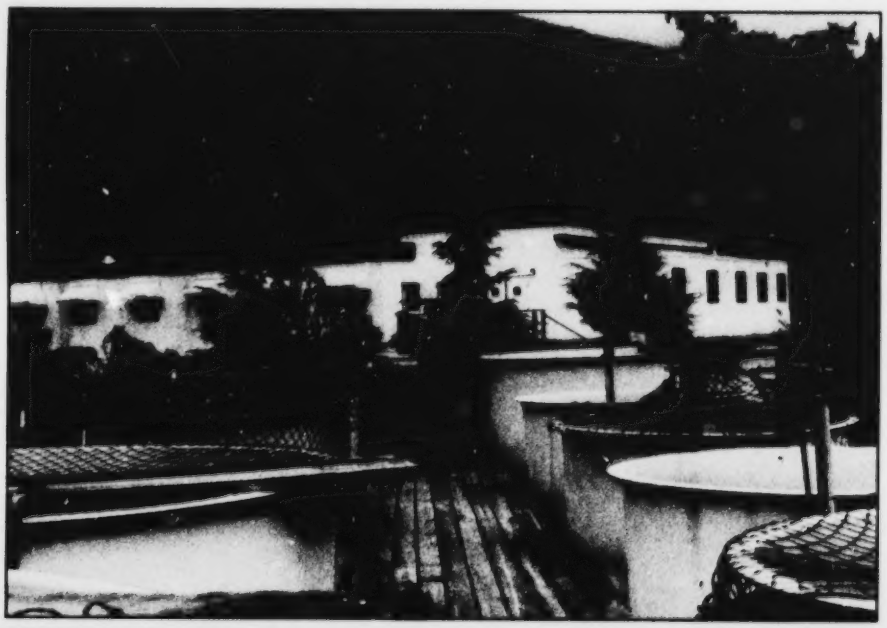
SCALE/ÉCHELLE 1:15,000

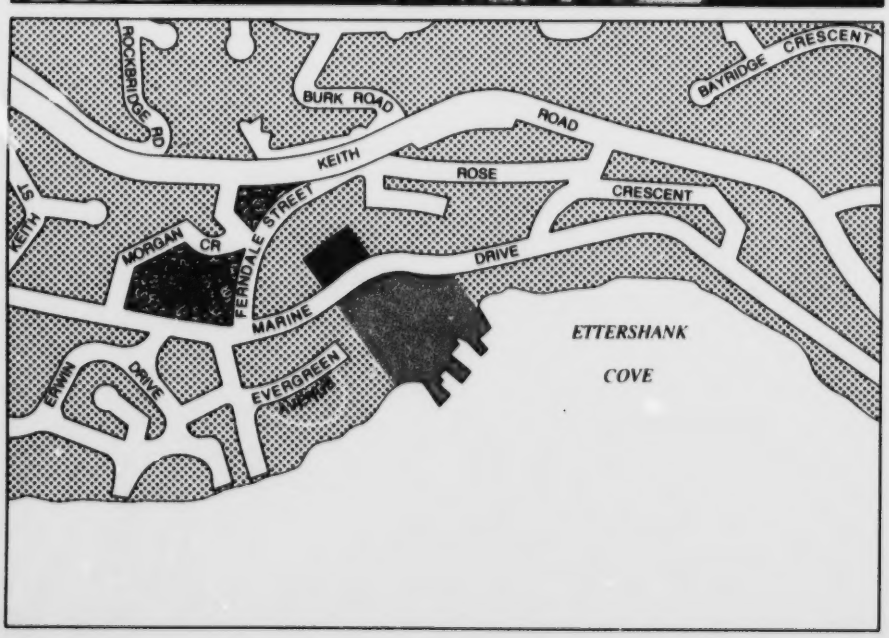
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Marine Drive, West Vancouver
Promenade Marine, West Vancouver

OWNER/PROPRIÉTAIRE DFO/MPO
CRPI/RIC: 5915055 02 DFOO 17097
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

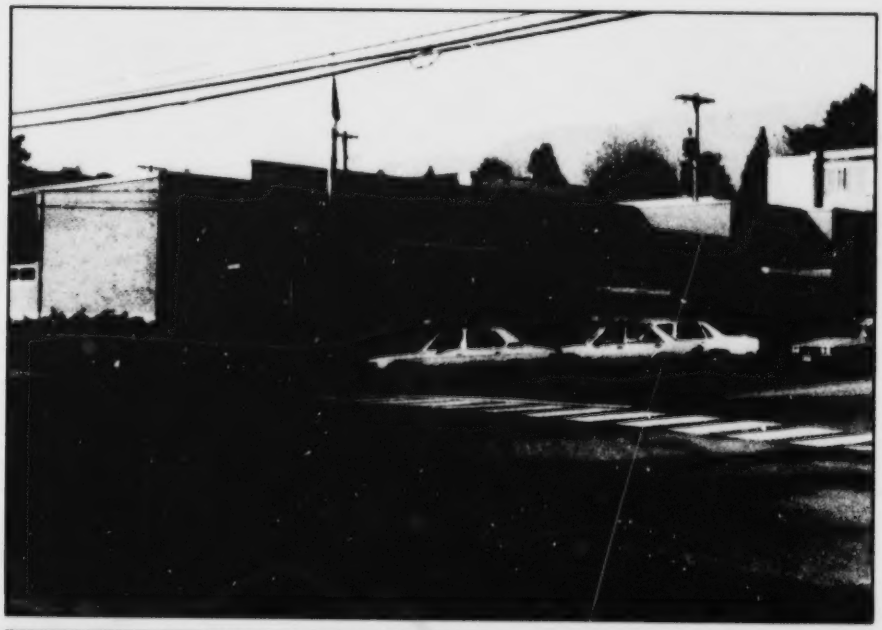
SCALE/ÉCHELLE 1:15,000

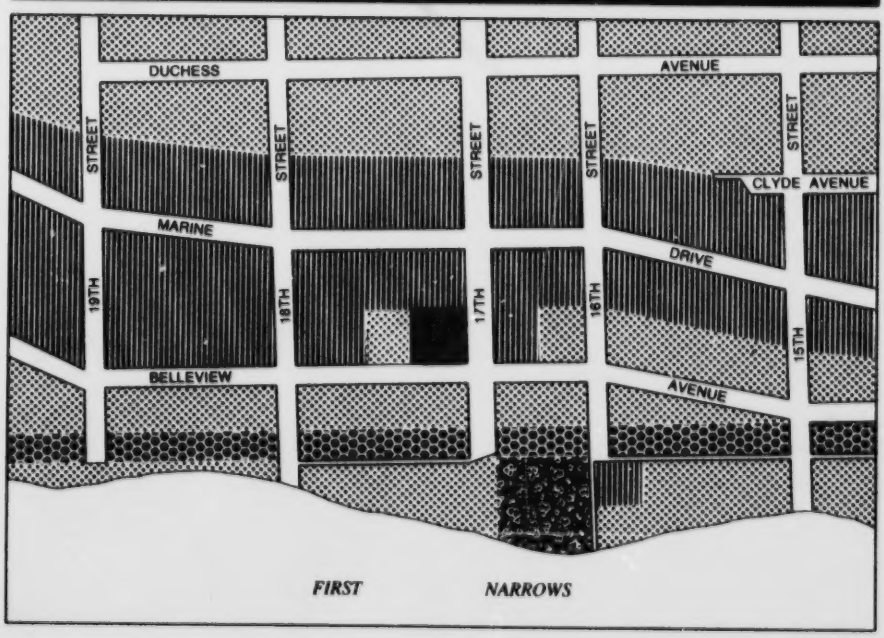
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

225 17th Street, West Vancouver
225, 17e rue, West Vancouver

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915055 02 CP00 17098
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

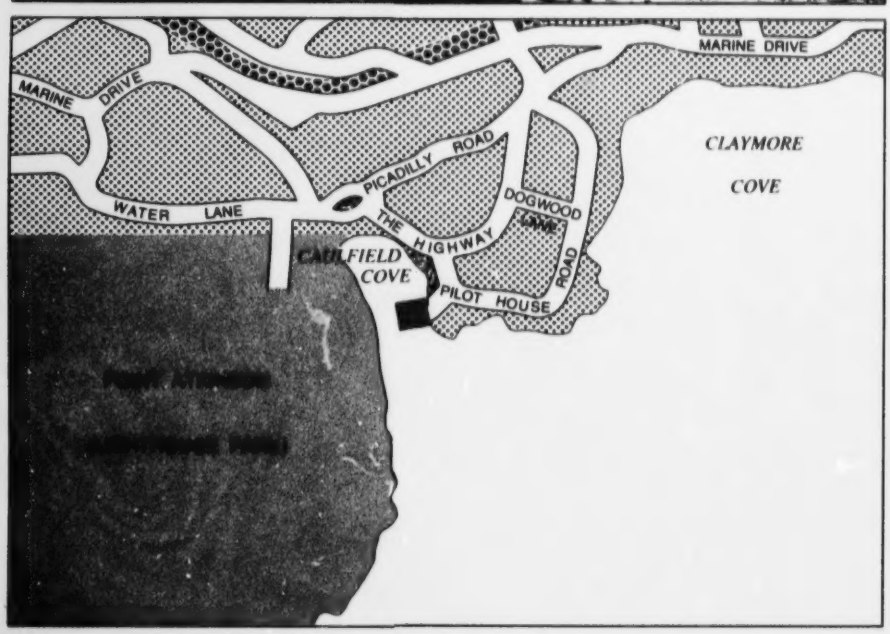
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

[redacted]

West Vancouver

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915055 02 DPWO 17100 DPWO 17101
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

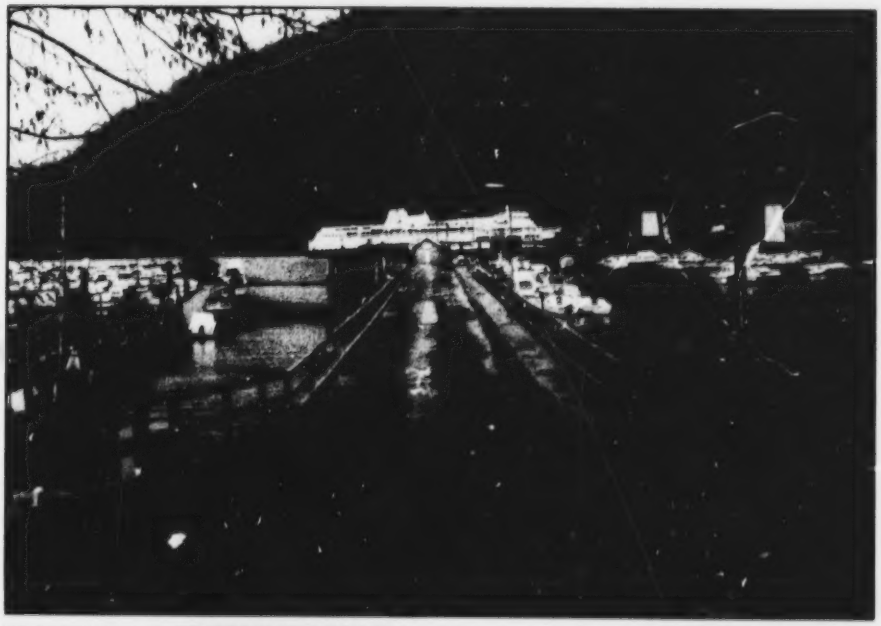
SCALE/ÉCHELLE 1:10,000

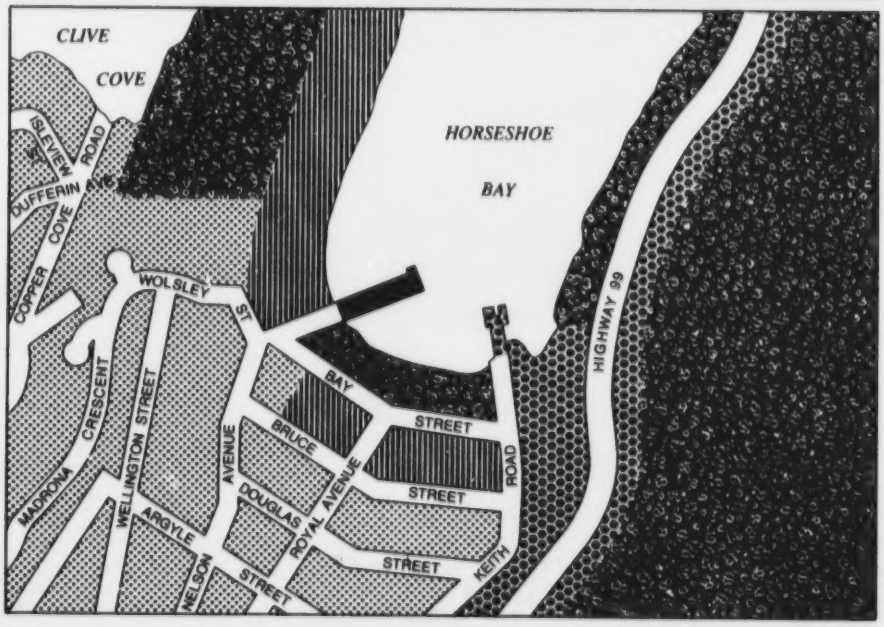
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

West Vancouver

OWNER/PROPRIÉTAIRE
TC/TC
CRPI/RIC:
5915022 02 DPWO 17099 DPWO 17102
STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

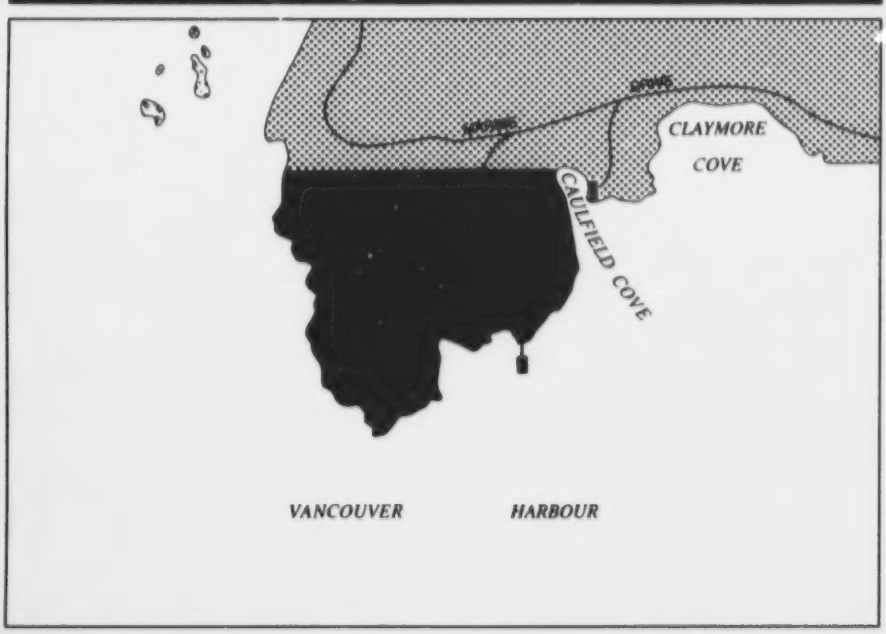
SCALE/ÉCHELLE 1:15,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

West Vancouver

OWNER/PROPRIÉTAIRE TC/TC
CRPI/RIC: 5915055 02 MOT1 17109
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

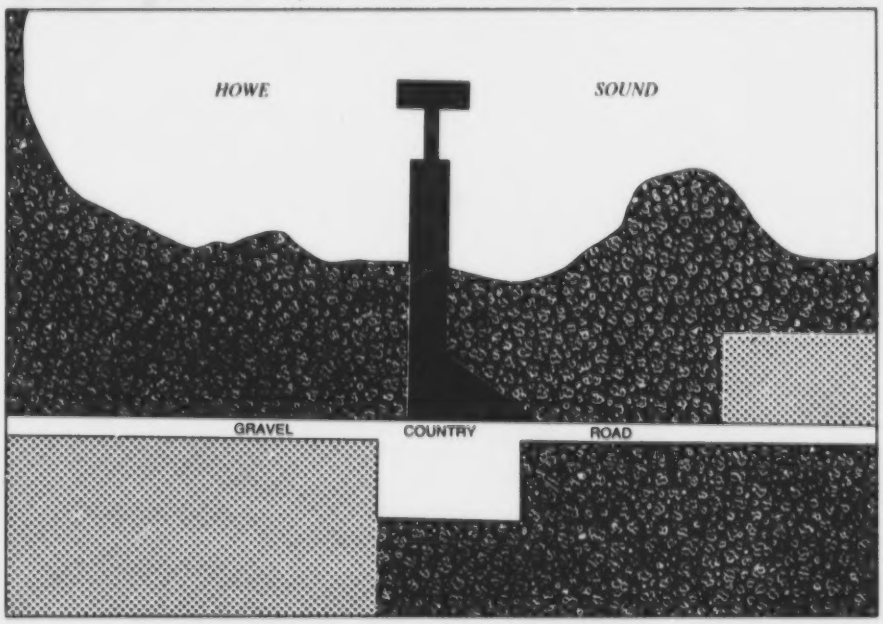
SCALE /ÉCHELLE 1:25,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Bowen Island
Île Bowen

OWNER PROPRIÉTAIRE DFO MPO
CRPI RIC 5915063 02 DPWO 17118 DPWO 17115
STUDY YEAR ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:4,000

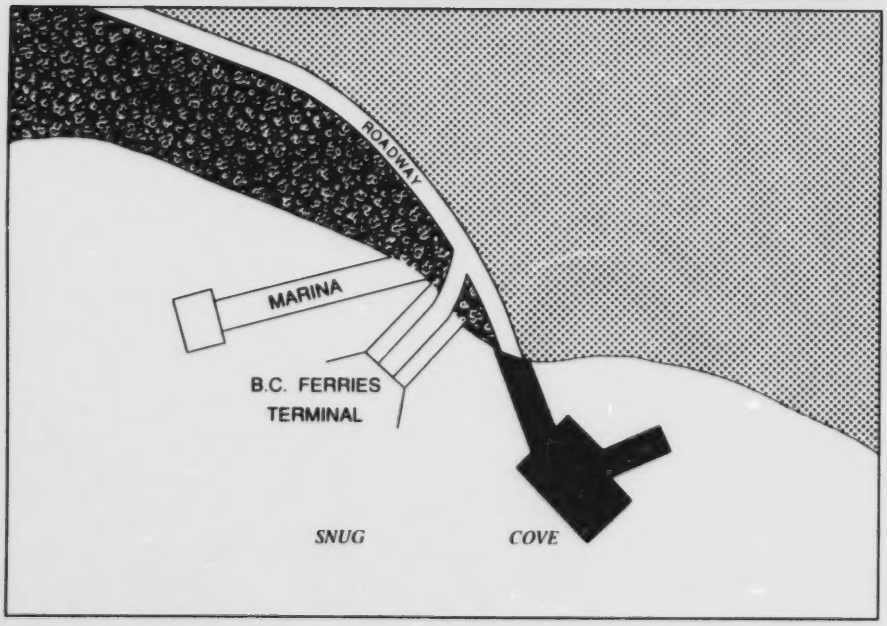
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

[redacted]

Snug Cove, Bowen Island
Anse Snug, Île Bowen

OWNER/PROPRIÉTAIRE TC/TC
CRPI/RIC: 5915063 02 DPWO 17116 DPWO 17117
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

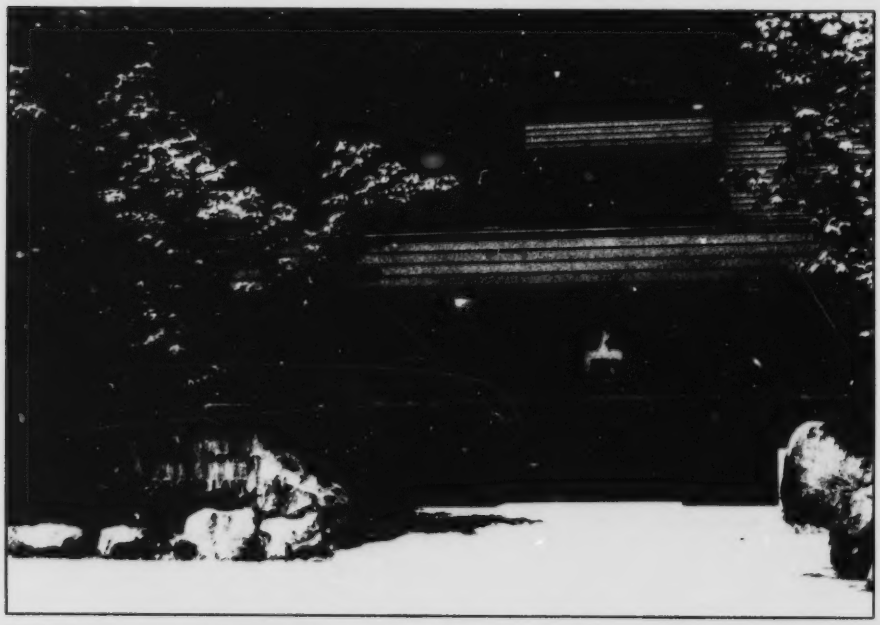
[redacted]

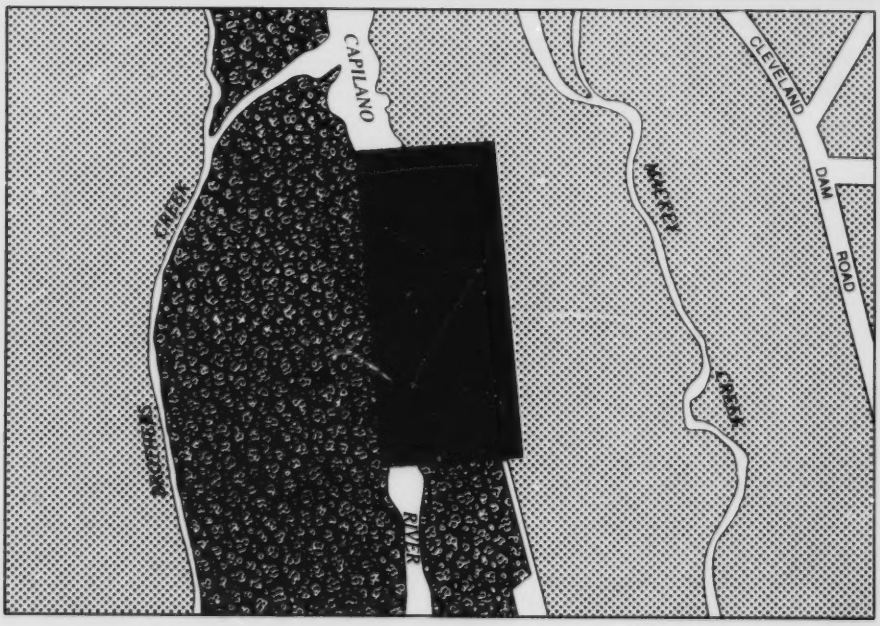
4500 Capilano Park Road, North Vancouver
4500, route Capilano Park, North Vancouver

OWNER/PROPRIÉTAIRE
DFO/MPO

CRPI/RIC:
5915046 02 DFOO 17074

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:3,500

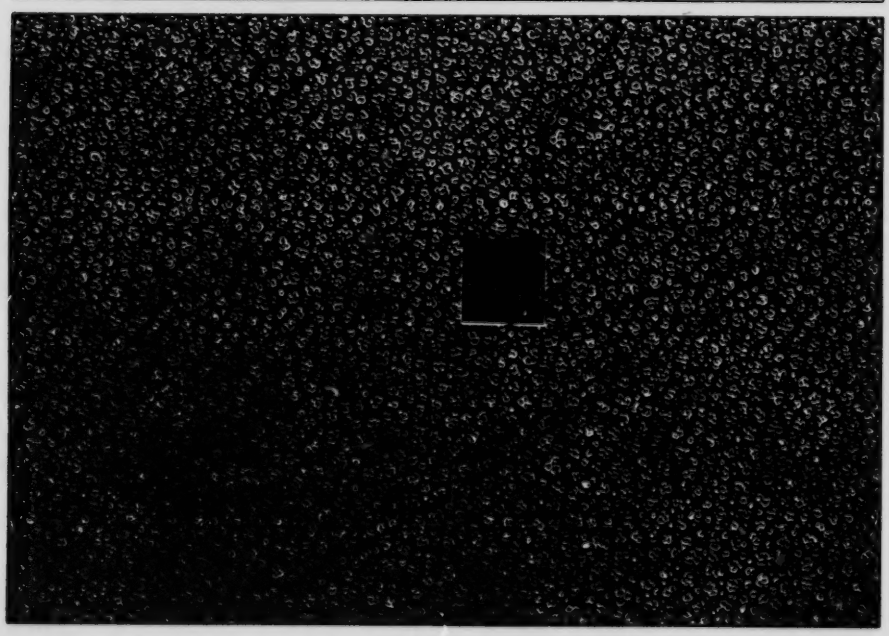
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Mount Seymour, North Vancouver

OWNER/PROPRIÉTAIRE
CBC/R-C
CRPI/RIC:
5915046 15 CBCO 17060
STUDY YEAR/ANNÉE D'ÉTUDE
1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE /ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

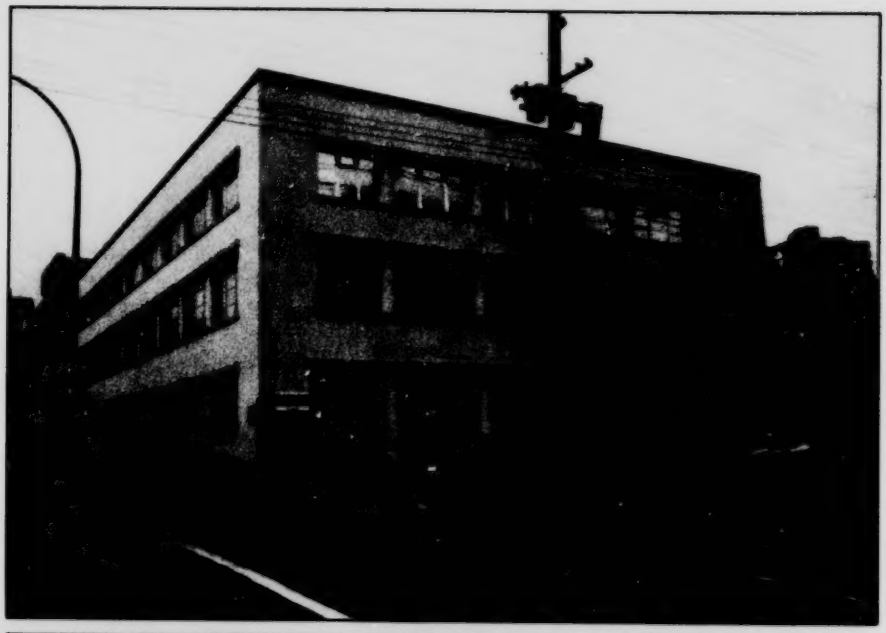
[redacted]

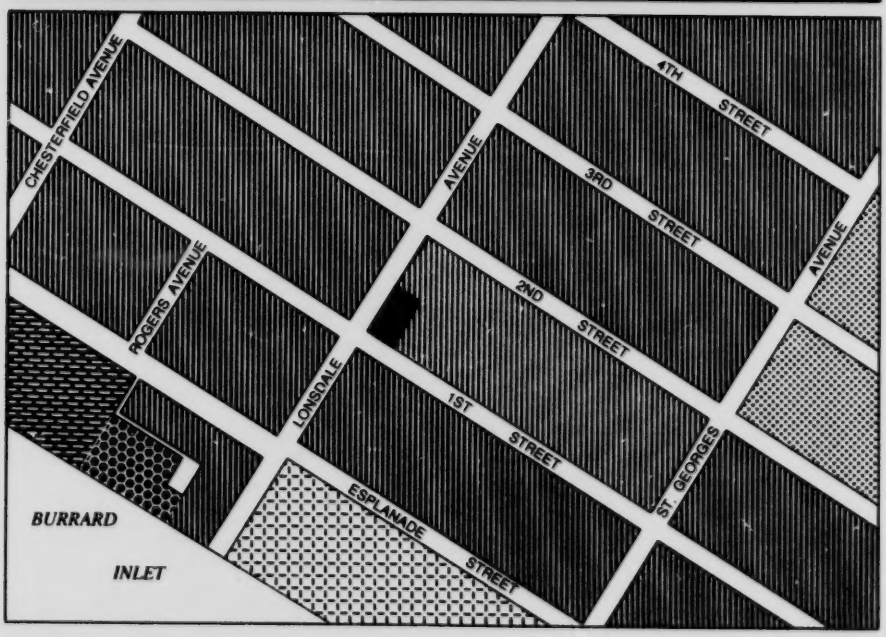
101 East 1st Avenue, North Vancouver
101, 1ère avenue est, North Vancouver

OWNER/PROPRIÉTAIRE
CPC/SCP

CRPI/RIC:
5915051 02 CPC0 17081

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Mount Seymour, North Vancouver

OWNER/PROPRIÉTAIRE
RCMP/GRC

CRPI/RIC:
5915051 15 RCMO 24169

STUDY YEAR/ANNÉE D'ÉTUDE
1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE

NO LAND USE MAP/AUCUNE CARTE D'UTILISATION DU SOL

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

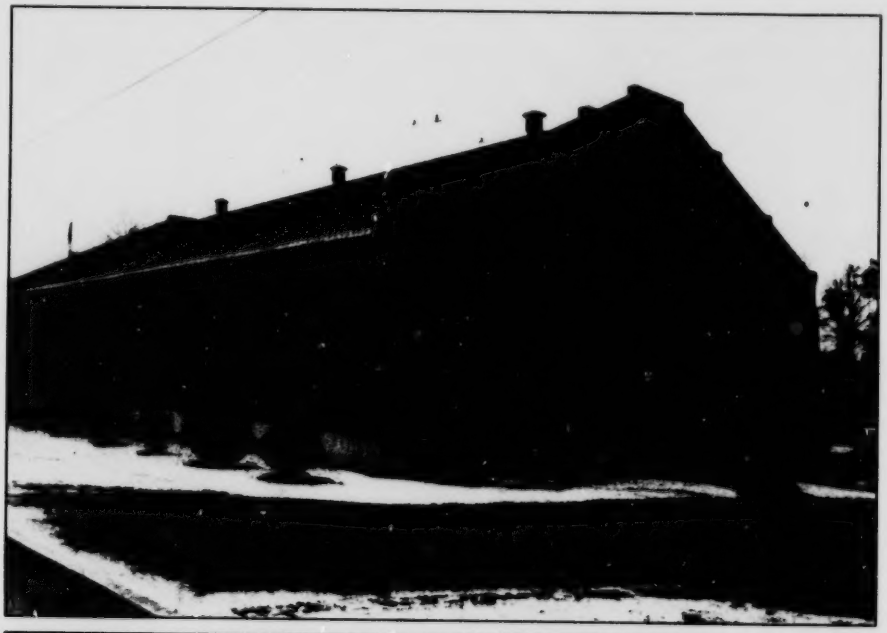
[redacted]

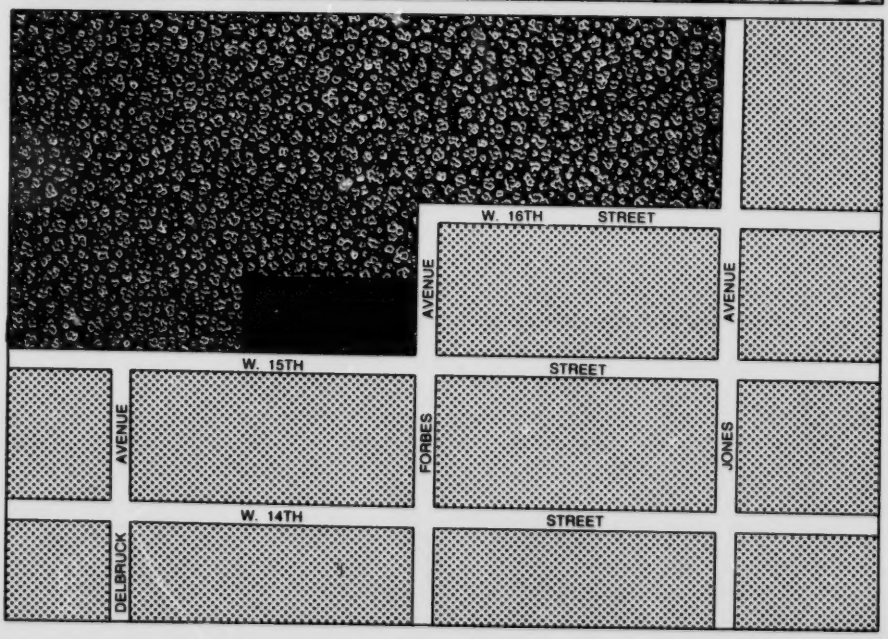
1513 Forbes Avenue, North Vancouver
1513, avenue Forbes, North Vancouver

OWNER/PROPRIÉTAIRE
DND/MDN

CRPI/RIC:
5915051 02 DNDO 17080

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Mount Seymour Parkway, North Vancouver
Promenade Mount Seymour, North Vancouver

OWNER/PROPRIÉTAIRE
CMHC/SCHL

CRPI/RIC:
not in the CRPI
pas dans le RIC

STUDY YEAR/ANNÉE D'ÉTUDE
1983

SEE PROPERTY MAP/VOIR CARTE DE LA PROPRIETE

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Admiralty Point, Port Coquitlam
Pointe Admiralty, Port Coquitlam

OWNER/PROPRIÉTAIRE EC/EC
CRPI/RIC: 5915034 12 DOE2 17035
STUDY YEAR/ANNÉE D'ÉTUDE 1983

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

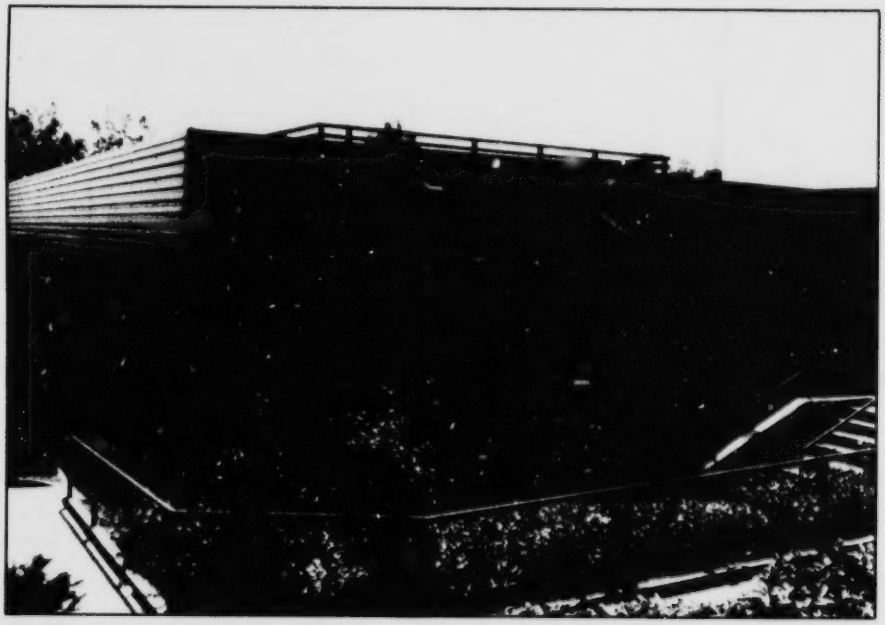
SCALE /ÉCHELLE 1:25,000

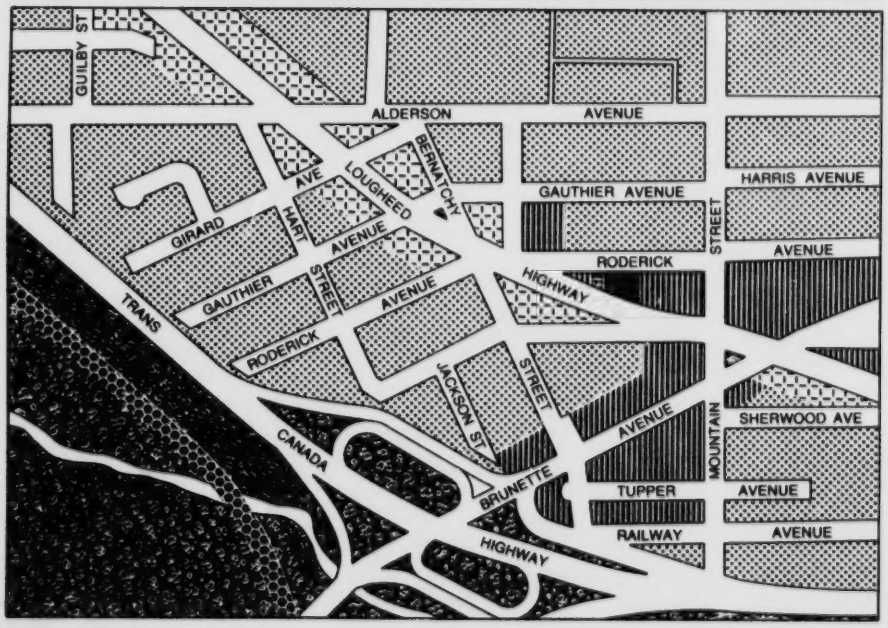
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

820 Roderick Avenue, Coquitlam
820, avenue Roderick, Coquitlam

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915034 12 CPOO 17034
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

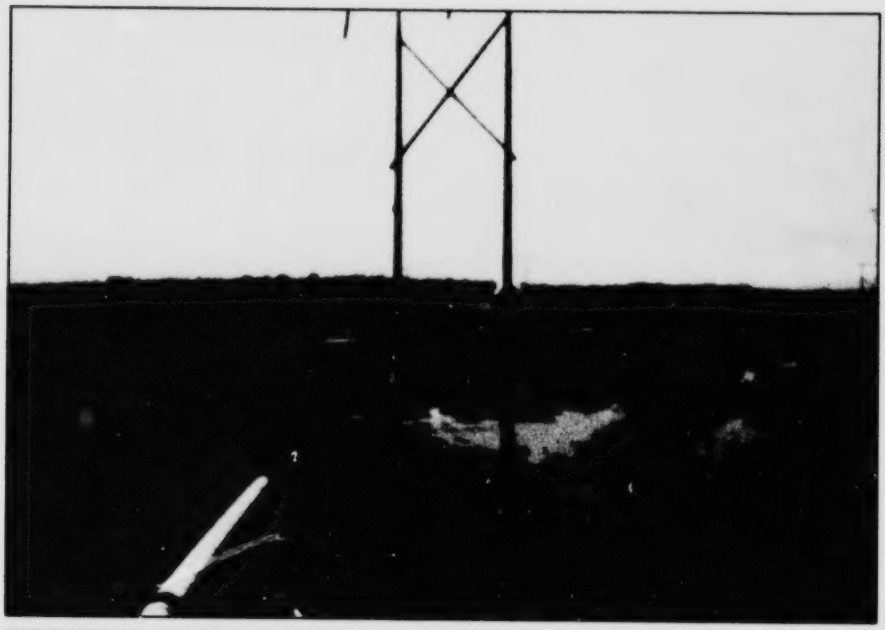
SCALE/ÉCHELLE 1:10,000

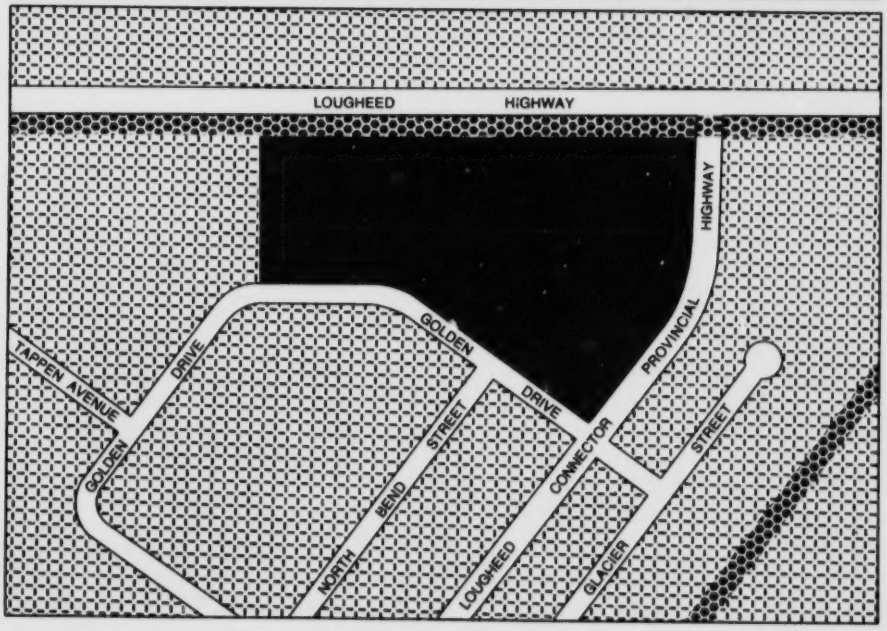
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Golden Avenue, Coquitlam
Avenue Golden, Coquitlam

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915034 12 CPOO 29663
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

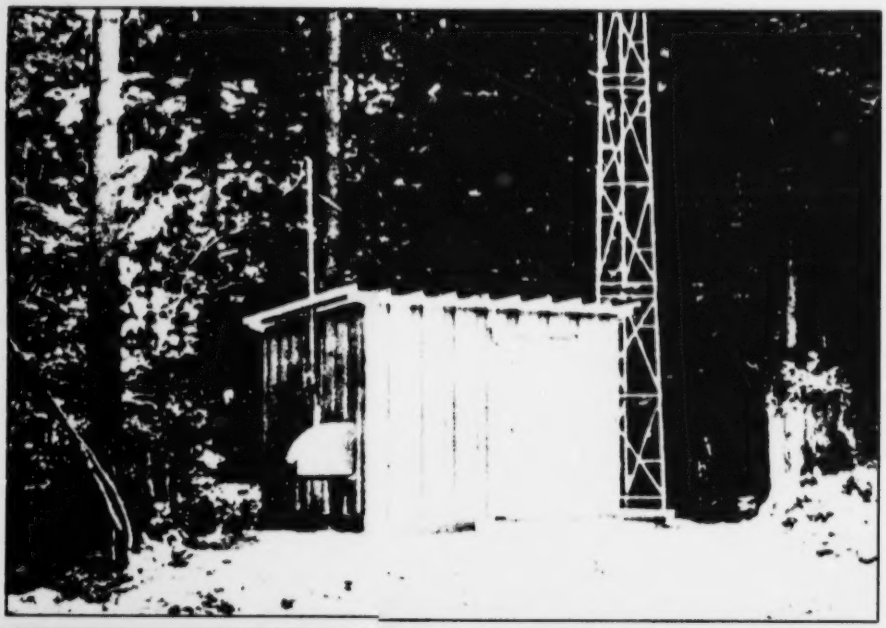
SCALE/ÉCHELLE 1:8,000

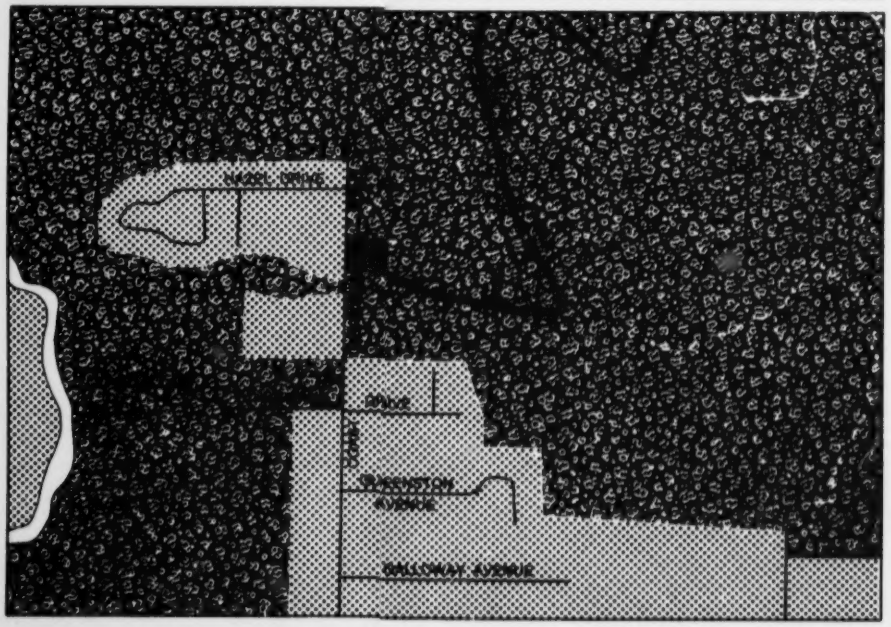
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Harper Road, Coquitlam
Chemin Harper, Coquitlam

OWNER/PROPRIÉTAIRE RCMP/GRC
CRPI/RIC: 5915034 12 RCMO 17044
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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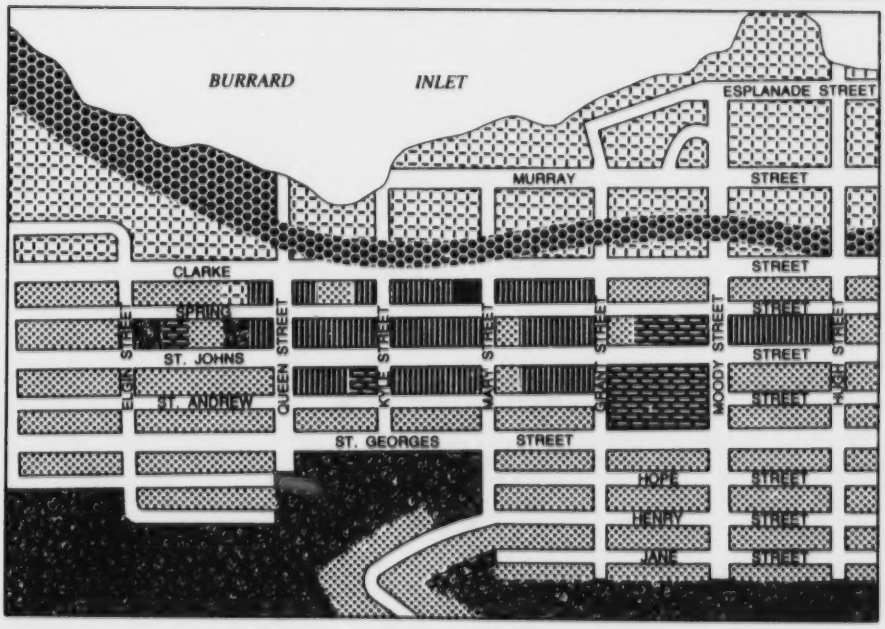
UNDEVELOPED	NON AMÉNAGÉ

SCALE /ÉCHELLE 1:25,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Clarke and Mary Streets, Port Moody
Rues Clarke et Mary, Port Moody

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915043 12 CPOO 17049
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:15,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 55

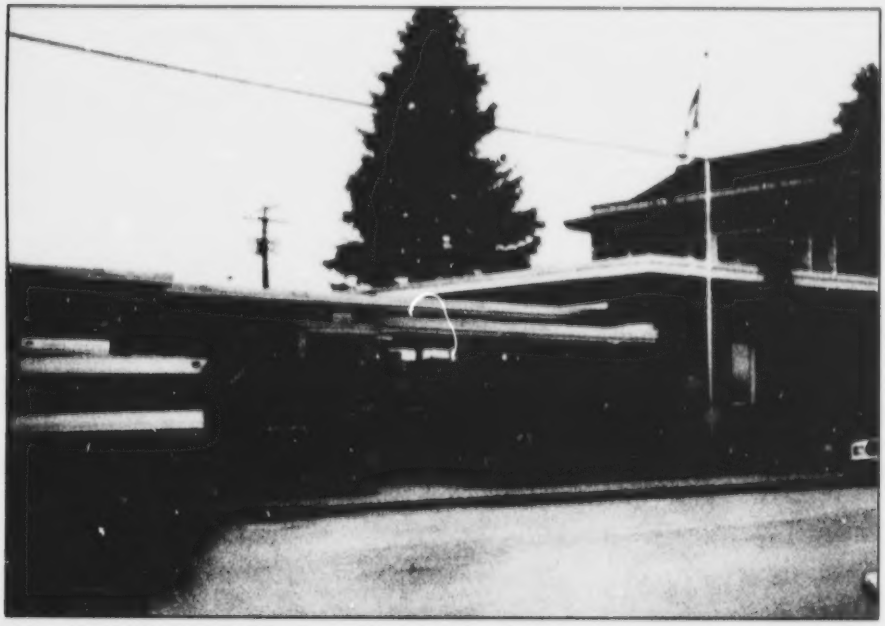
Canada Post Building
Édifice de la Société canadienne des postes

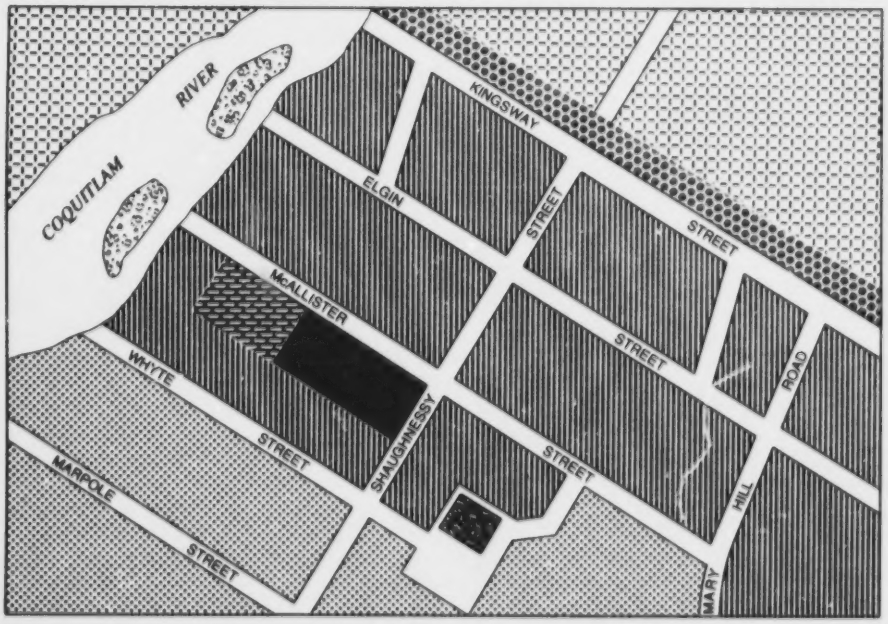
2248 McAllister Street, Port Coquitlam
2248, rue McAllister, Port Coquitlam

OWNER/PROPRIÉTAIRE
CPC/SCP

CRPI/RIC:
5915039 12 CPOO 17046

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

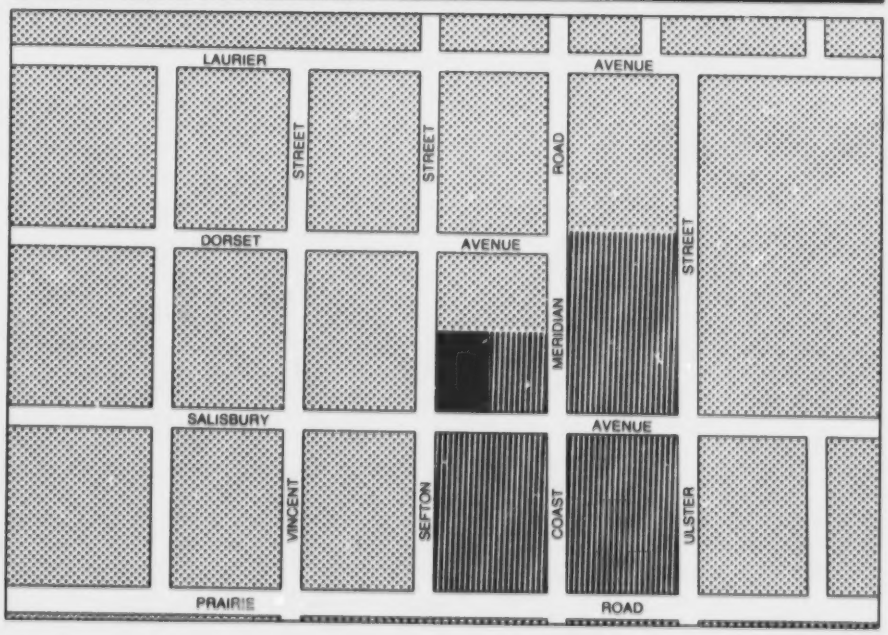
SCALE/ÉCHELLE 1:3,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

1561 Salisbury Avenue, Port Coquitlam
1561, avenue Salisbury, Port Coquitlam

OWNER PROPRIÉTAIRE CPC/SCP
CRPI RIC 5915039 12 CPOO 17048
STUDY YEAR / ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

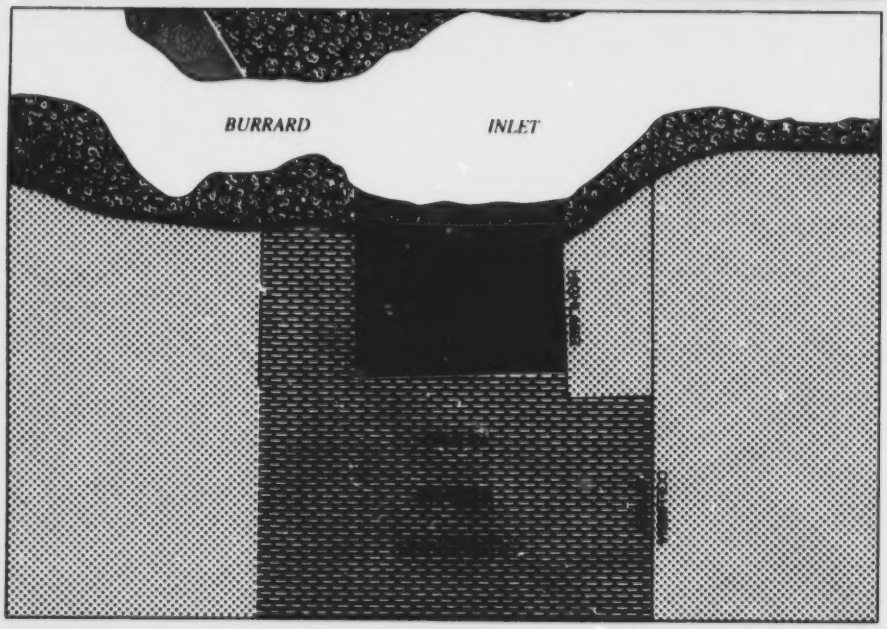
SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Barnet Highway, Burnaby
Route Barnet, Burnaby

OWNER/PROPRIÉTAIRE
EC/EC
CRPI/RIC:
5915025 01 DOE2 16982
STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

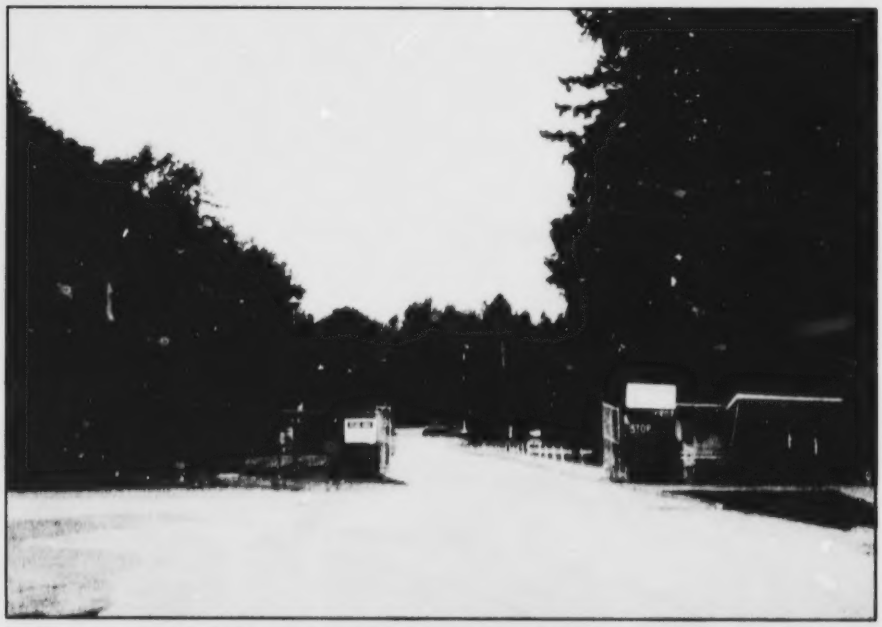
FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

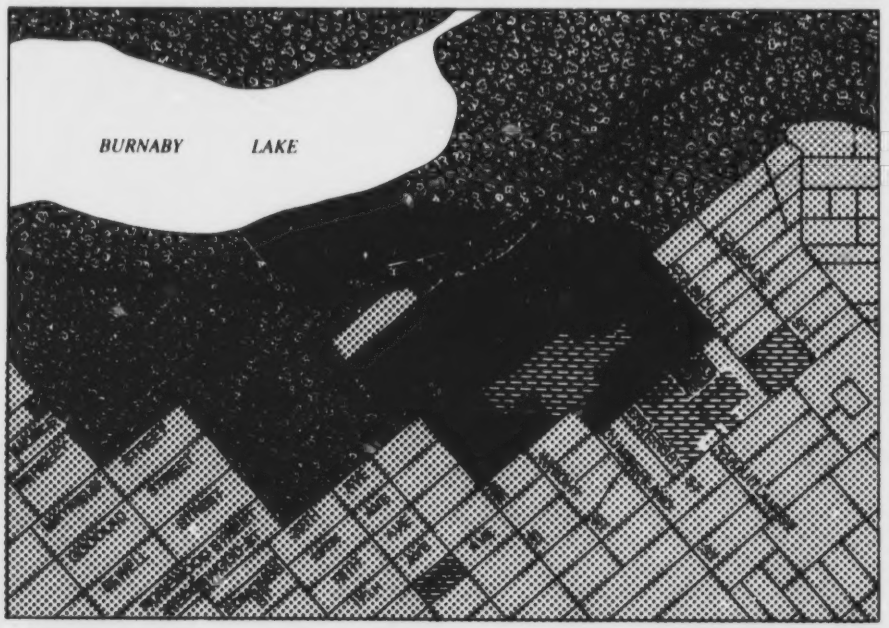
SCALE /ÉCHELLE 1:25,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Burnaby

OWNER / PROPRIÉTAIRE PWC / TPC
CRPI / RIC 5915025 01 DPWO 16980
STUDY YEAR / ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:25,000

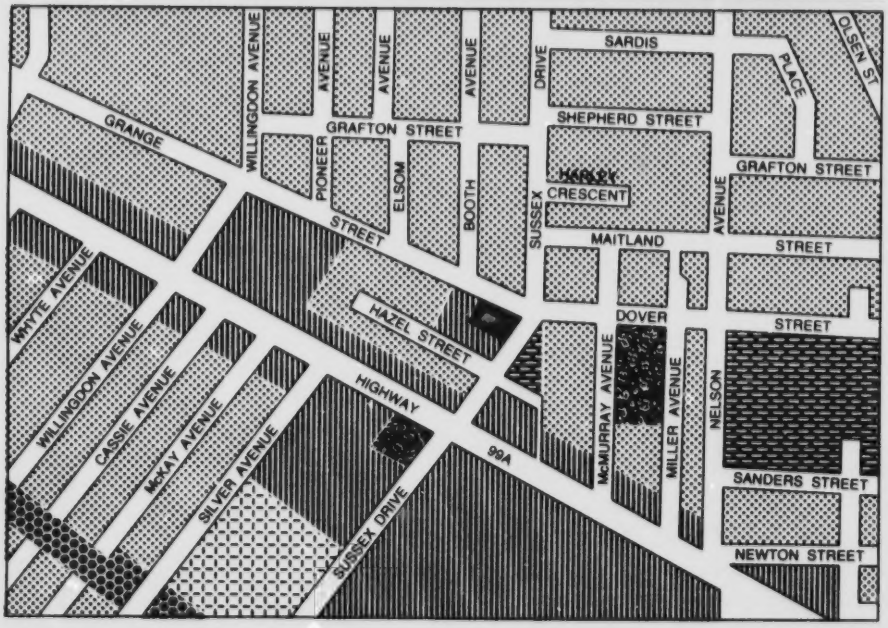
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Post Office
Bureau de poste

6025 Sussex Drive, South Burnaby
6025, Promenade Sussex, South Burnaby

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915025 01 CP(X) 16986
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

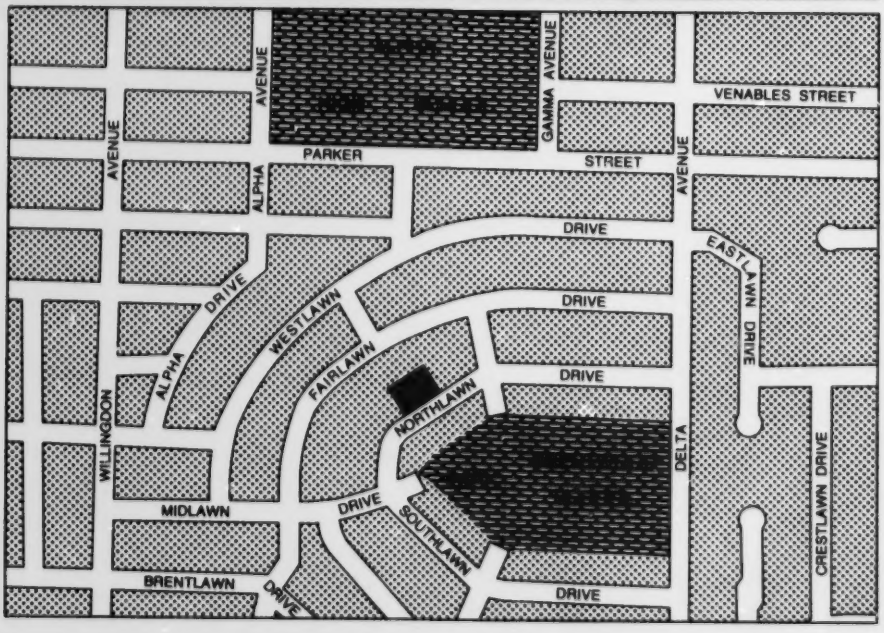
[redacted]

4643 Northlawn Drive, Burnaby
4643, Promenade Northlawn, Burnaby

OWNER/PROPRIÉTAIRE
RCMP/GRC

CRPI/RIC:
5915025 15 RCMO 17004

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

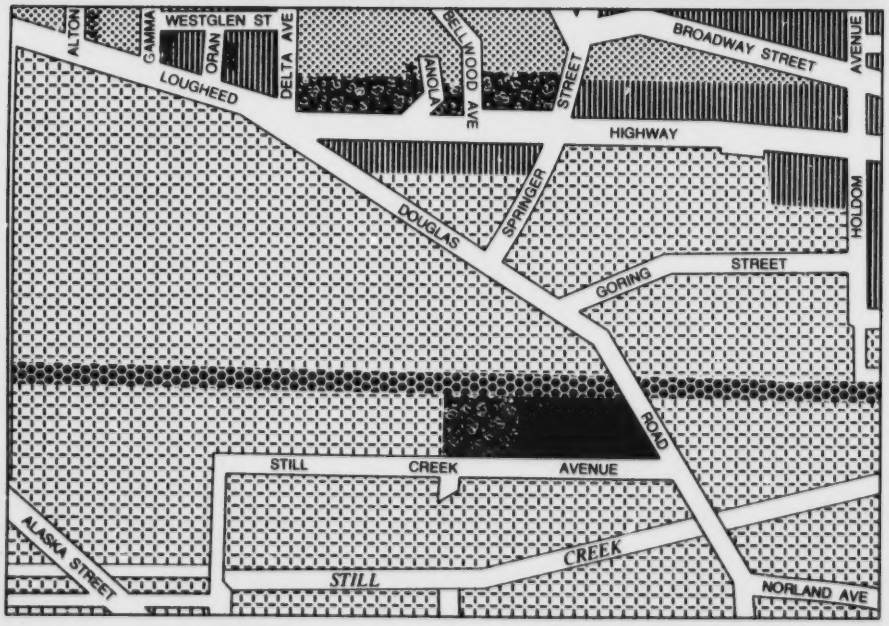
SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

6555 Douglas Road, Burnaby
6555, chemin Douglas, Burnaby

OWNER/PROPRIÉTAIRE CBC/R-C
CRPI/RIC: not with CRPI pas dans le RIC
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

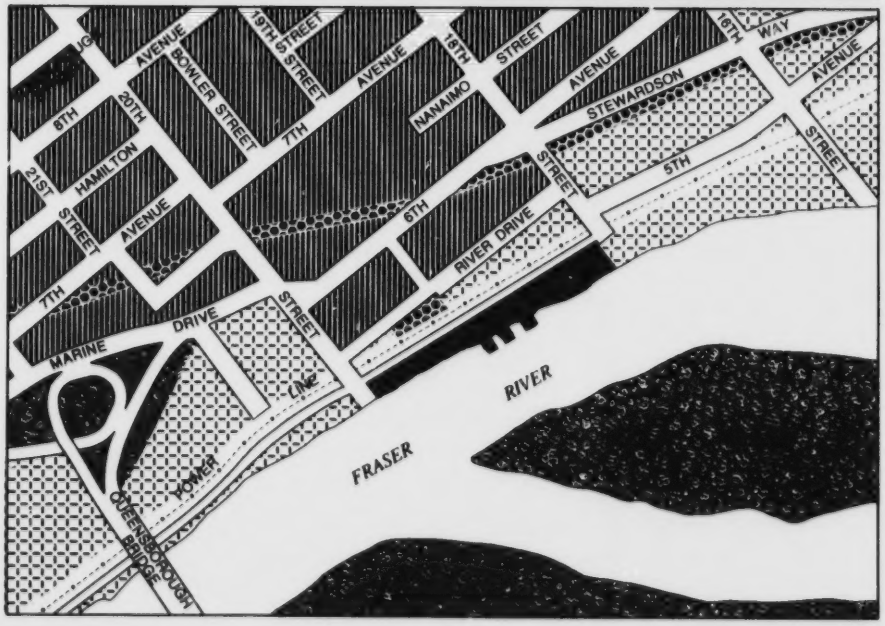
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Foot of 18th and 20th Street, New Westminster
Au début de la 18e et 20e rue, New Westminster

OWNER/PROPRIÉTAIRE DFO/MPO
CRPI/RIC: 5915029 14 DFOO 17012 DFOO 17013
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1: 3,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

9910 140th Street, New Westminster
9910, 140e rue, New Westminster

OWNER/PROPRIÉTAIRE
EC/EC

CRPI/RIC:
5915029 15 DOE4 17011

STUDY YEAR/ANNÉE D'ÉTUDE
1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE

NO LAND USE MAP/AUCUNE CARTE D'UTILISATION DU SOL

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

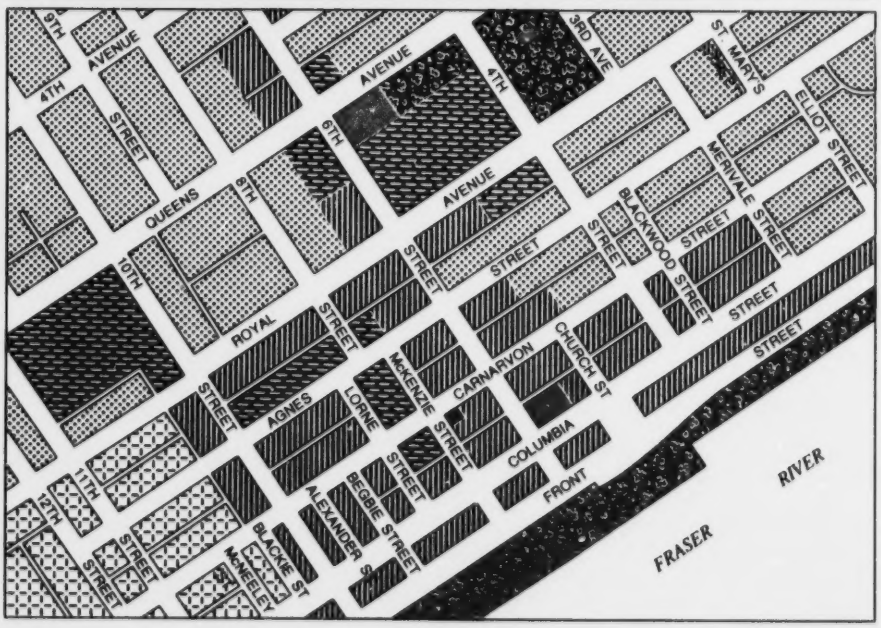
Pacific 101 Building
Édifice Pacific 101

632 Carnarvon Street, New Westminster
632, rue Carnarvon, New Westminster

OWNER/PROPRIÉTAIRE
PWC/TPC

CRPI/RIC:
5915029 14 DPWO 17023

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

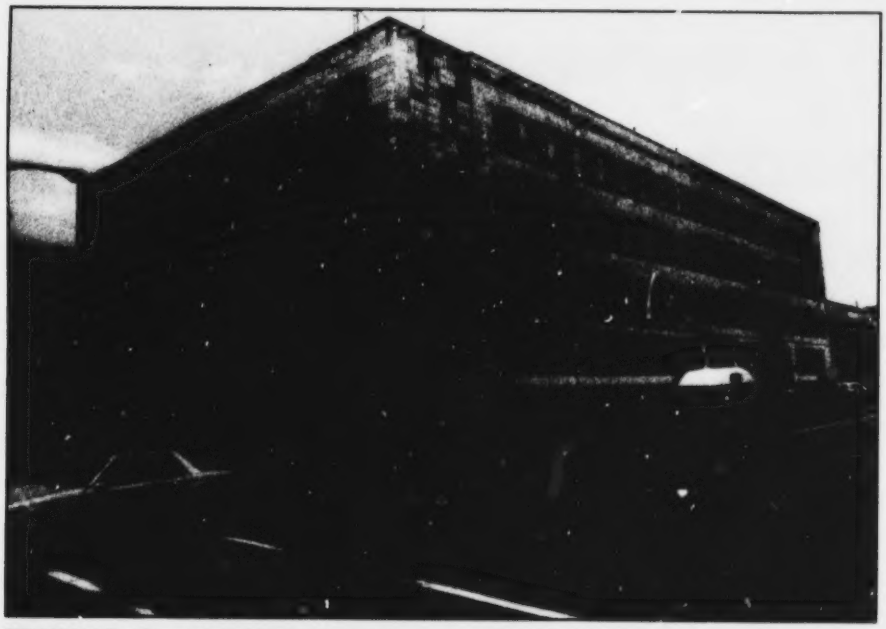
SCALE/ÉCHELLE 1:10,000

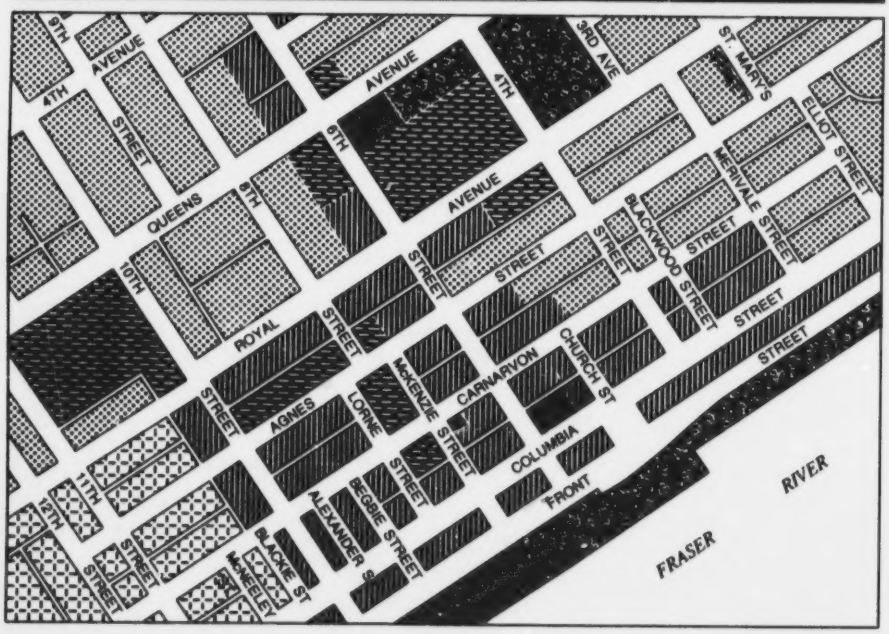
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

549 Columbia Street, New Westminster
549, rue Columbia, New Westminster

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915029 14 DPWO 17015
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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UNDEVELOPED	NON AMÉNAGÉ

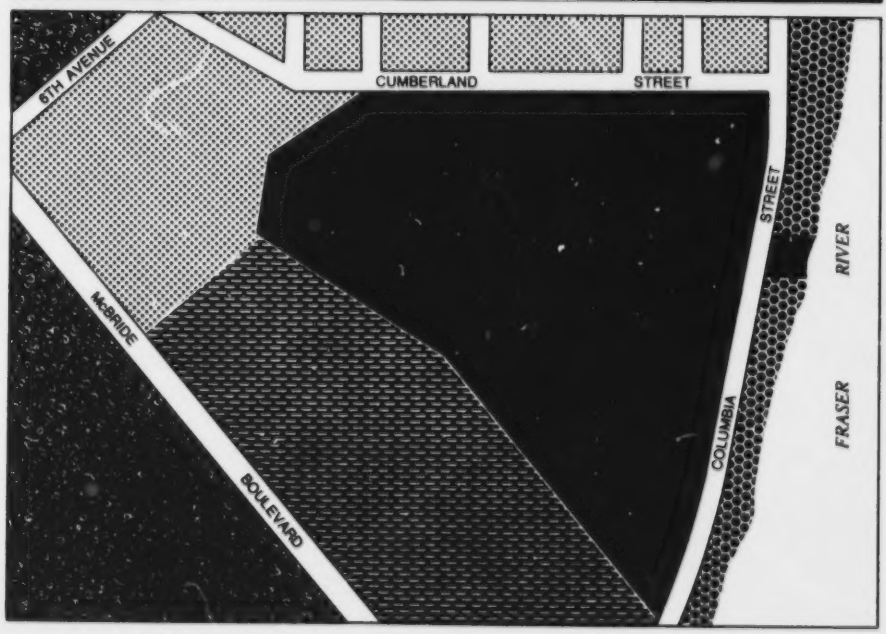
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Columbia Street, New Westminster
Rue Columbia, New Westminster

OWNER/PROPRIÉTAIRE CSC/SCC
CRPI/RIC: 5915029 14 PENO 17014
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

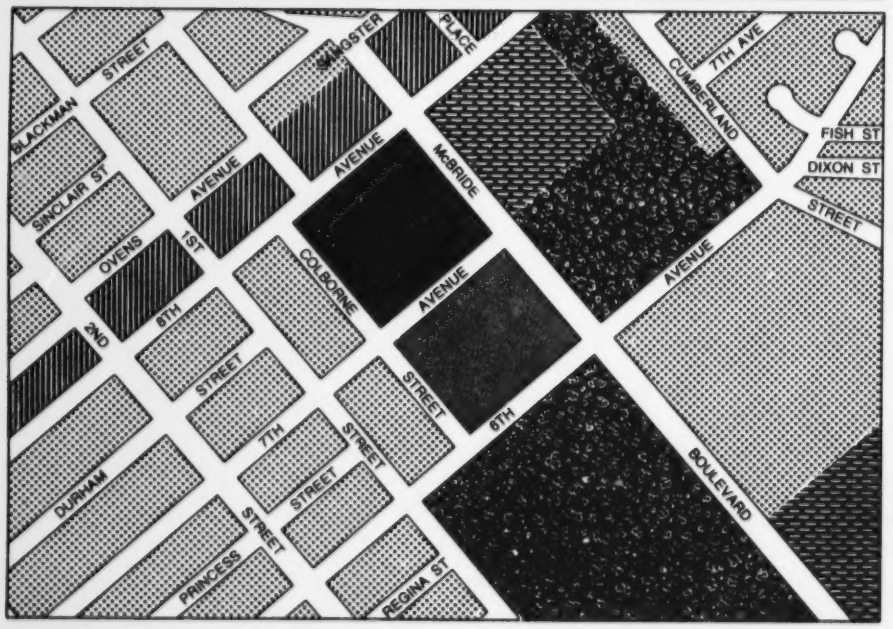
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

8th Avenue and McBride Avenue, New Westminster
8e avenue et avenue McBride, New Westminster

OWNER/PROPRIÉTAIRE DND/MDN
CRPI/RIC: 5915029 14 DNDO 17007
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

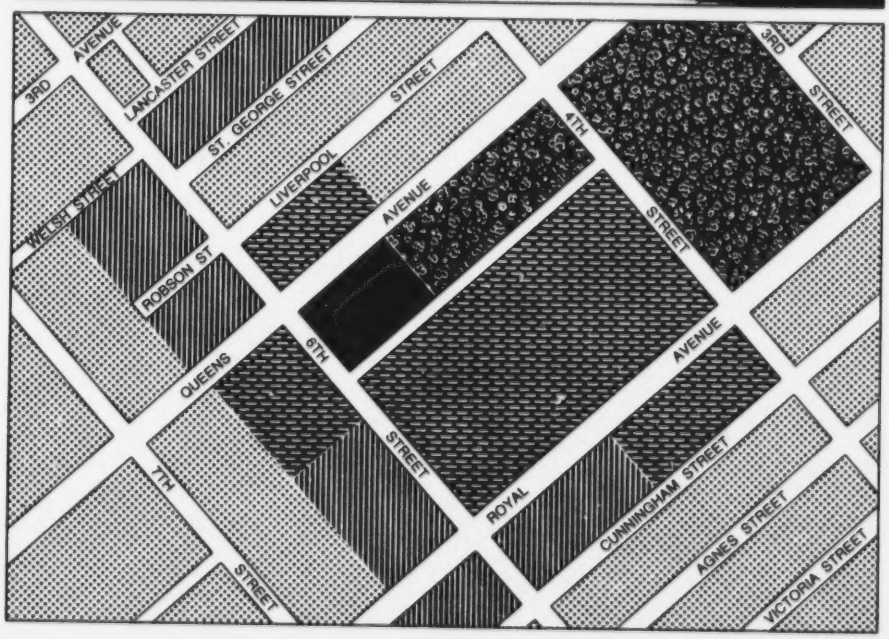
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

New Westminster Armoury
Manège militaire de New Westminster

6th Street and Queen Street, New Westminster
Rues Queen et 6ième, New Westminster

OWNER/PROPRIÉTAIRE DND/MDN
CRPI/RIC: 5915029 14 DNDO 17009
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:4,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 69

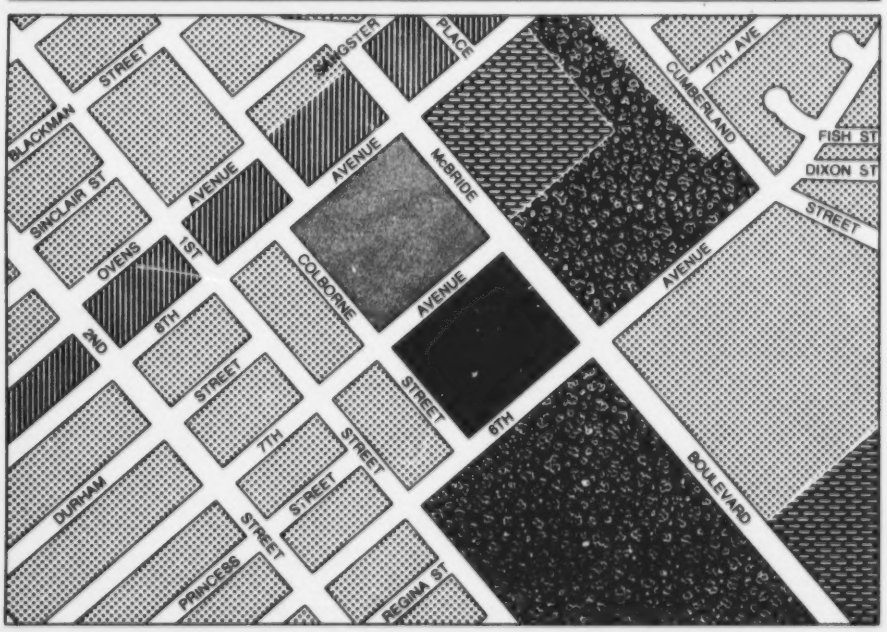
Glenview Apartments
Appartements Glenview

McBride Avenue, New Westminster
Avenue McBride, New Westminster

OWNER/PROPRIÉTAIRE
CMHC/SCHL

CRPI/RIC:
not in the CRPI
pas dans le RIC

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:8,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

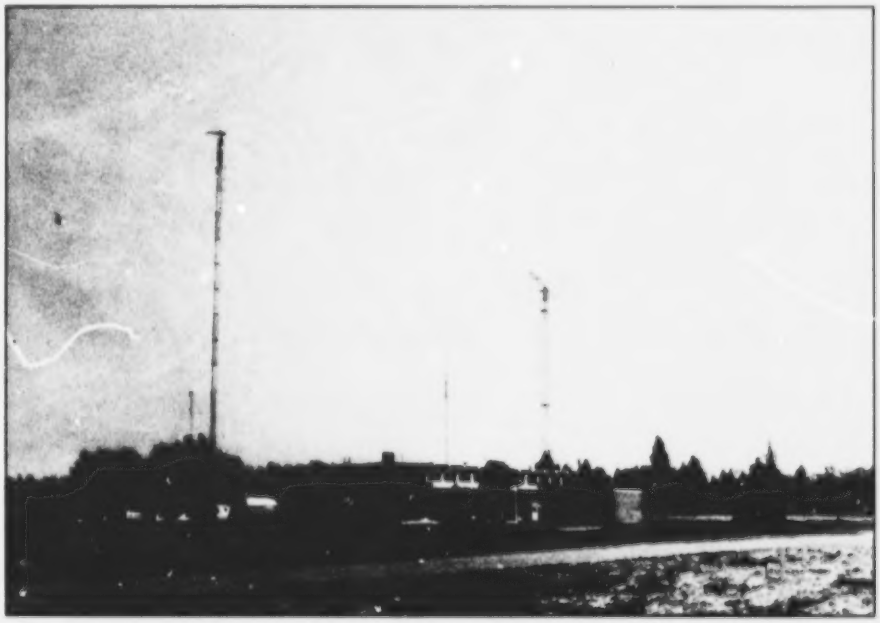
Langley District Office
Bureau du District de Langley

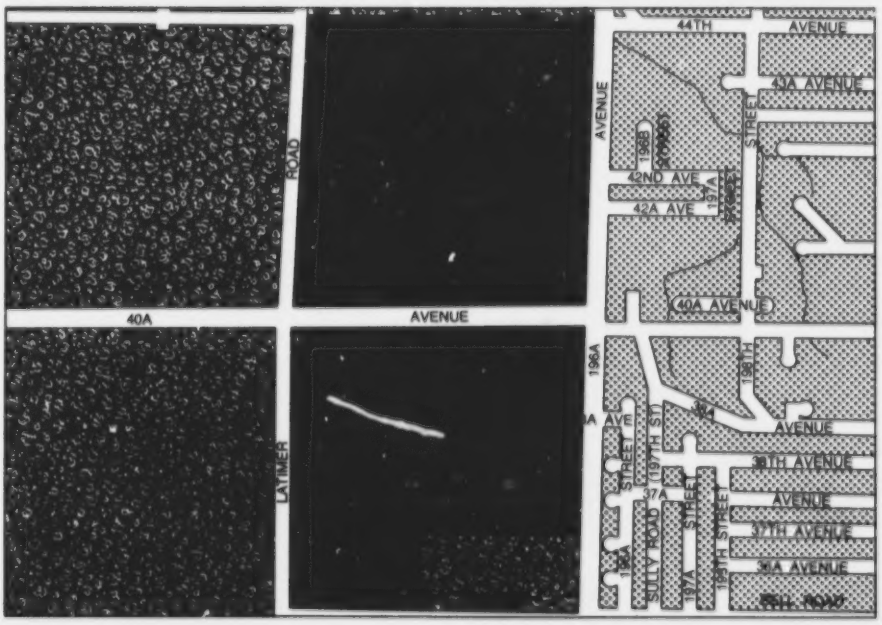
Surrey

OWNER / PROPRIÉTAIRE
COM/MDC

CRPI RIC:
5915004 08 COMO 16635

STUDY YEAR / ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:18,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

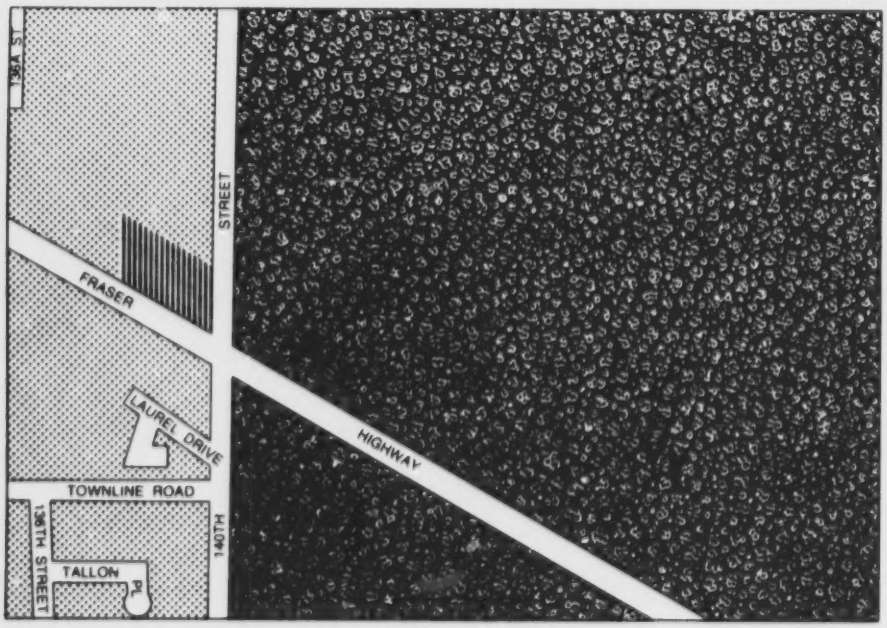
Site 71

Green Timbers Workshop
Ateliers de traitement du bois vert

Surrey

OWNER/PROPRIÉTAIRE EC/EC
CRPI RIC 5915004 08 DOE4 16637
STUDY YEAR/ANNÉE D'ÉTUDE 1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

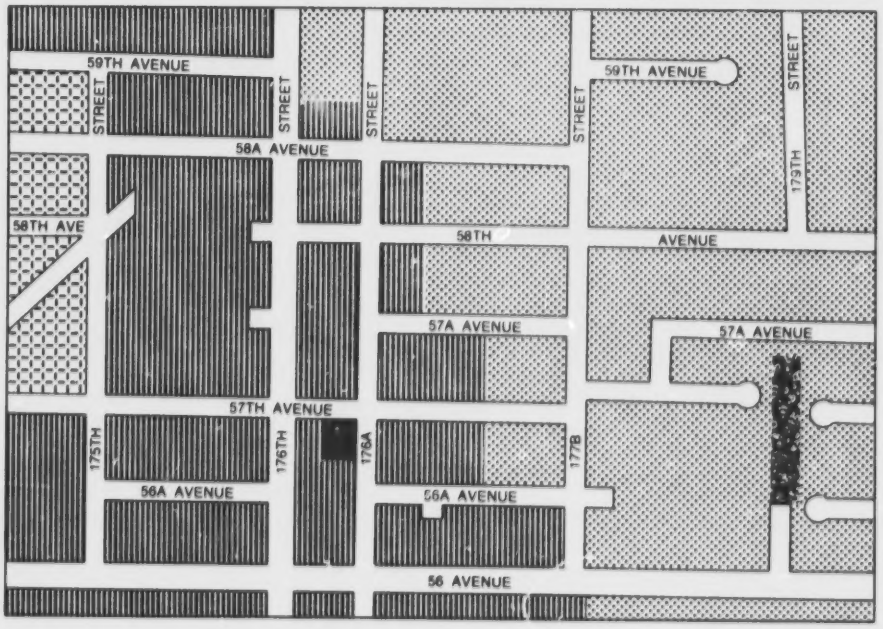
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

[redacted] "A"
[redacted] "A"

17630 57th Avenue, Surrey
17630, 57e avenue, Surrey

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC 5915004 08 CPOO 16638
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

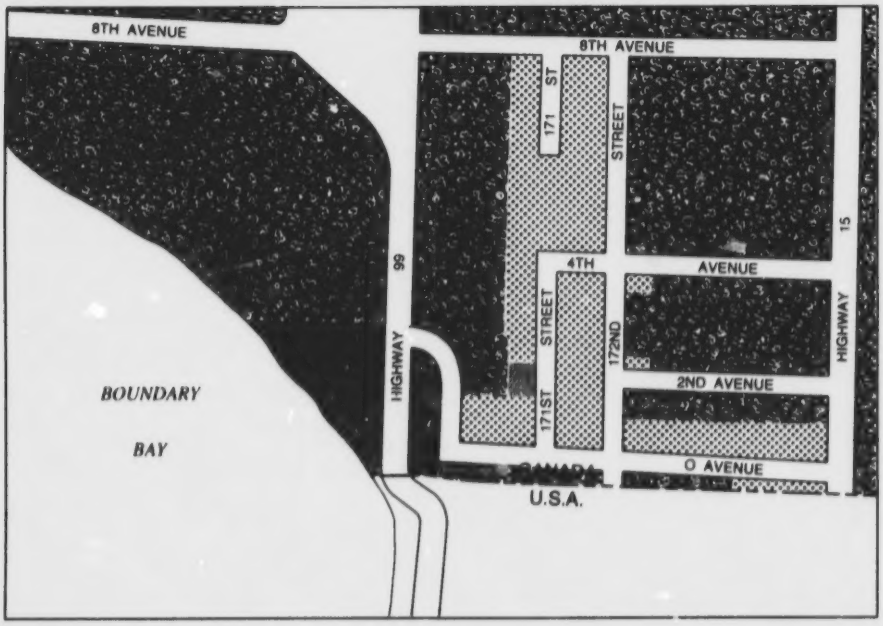
SCALE/ÉCHELLE 1:7,500

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

RR#2 Douglas, King George Hwy, Surrey
RR nº 2 – Douglas, route King George, Surrey

OWNER/PROPRIÉTAIRE
PWC/TPC
CRPI/RIC:
5915004 08 DPWO 16639
STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 74

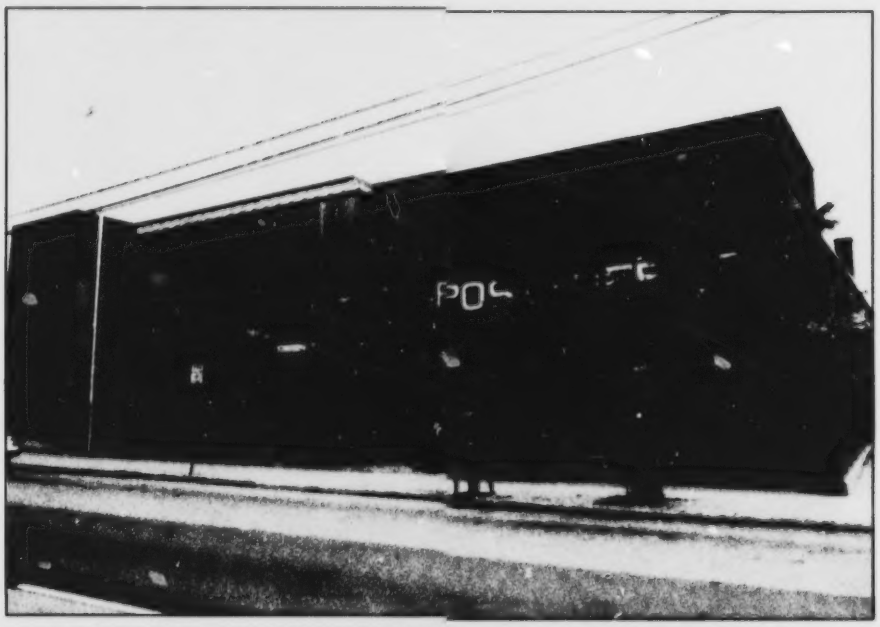
Canada Post Building
Édifice de la Société canadienne des postes

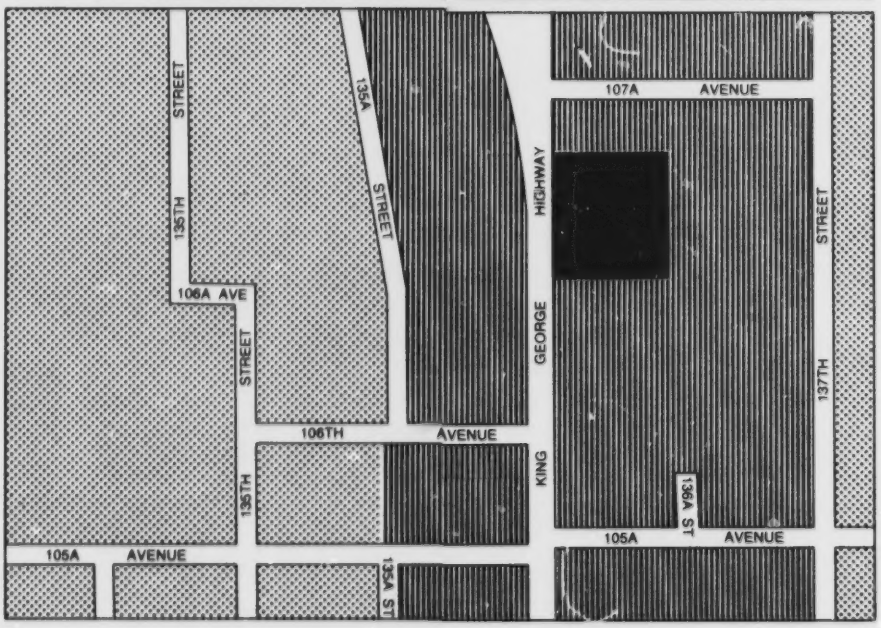
10688 King George Hwy, Surrey
10688, route King George, Surrey

OWNER/PROPRIÉTAIRE
CPC/SCP

CRPI/RIC:
5915004 08 CP00 16641

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

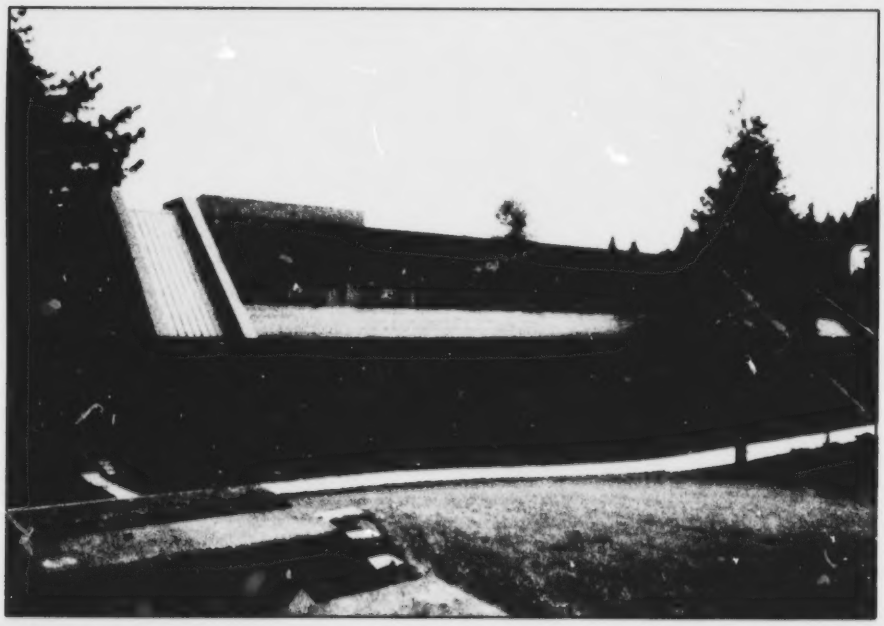
SCALE/ÉCHELLE 1:5,000

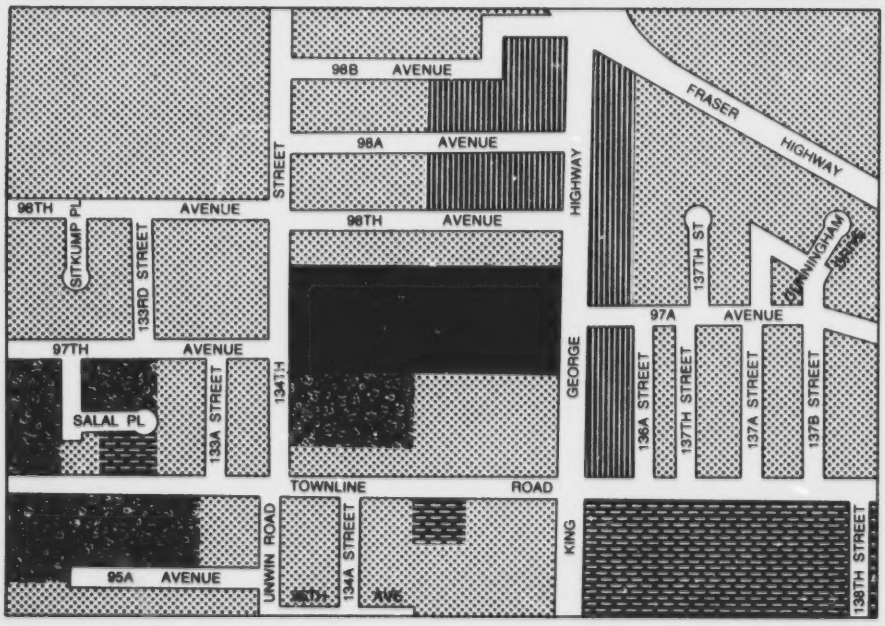
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

9755 King George Hwy
9755, route King George

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915004 08 DPWO 16649
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

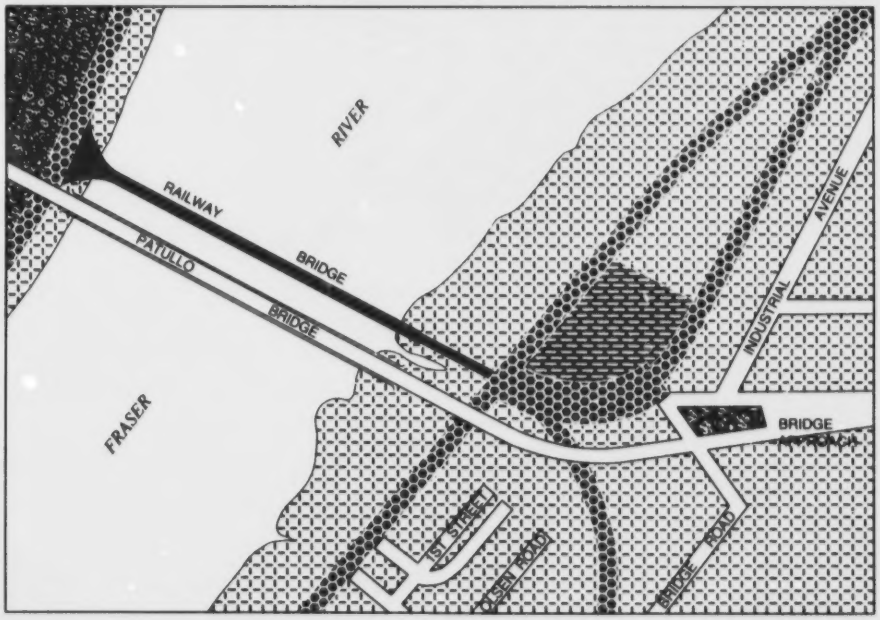
SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

Between Surrey and New Westminster
Entre Surrey et New Westminster

OWNER / PROPRIÉTAIRE PWC / TPC
CRPI / RIC: 5915004 08 DPWO 17026 DPWO 23292 DPWO 23293
STUDY YEAR / ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1 : 15,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 77

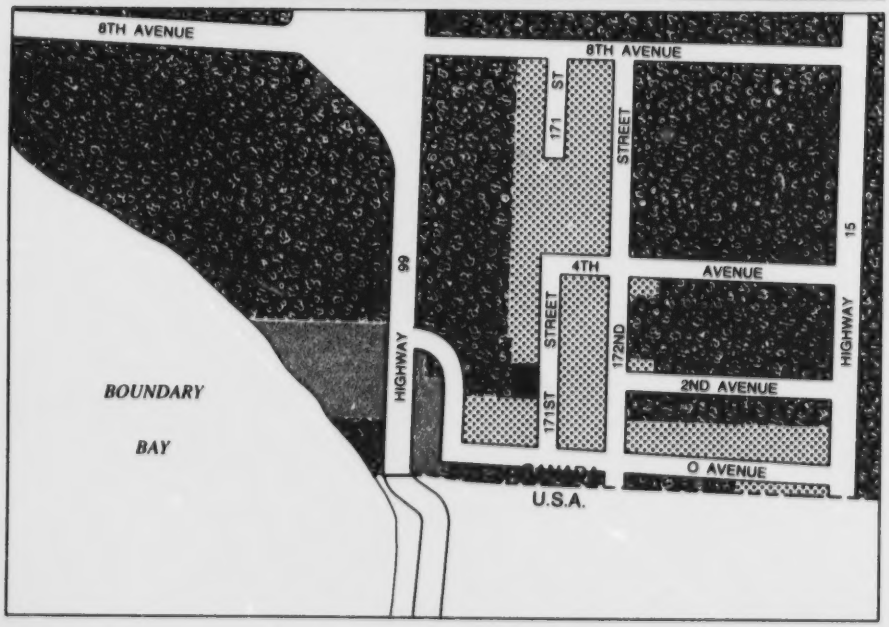
White Rock Non-directional Beacon Site
Phare non directionnel de White Rock

75 – 171 Street, Surrey
75, 171e rue, Surrey

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC:
5915004 08 MOTO 16654

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

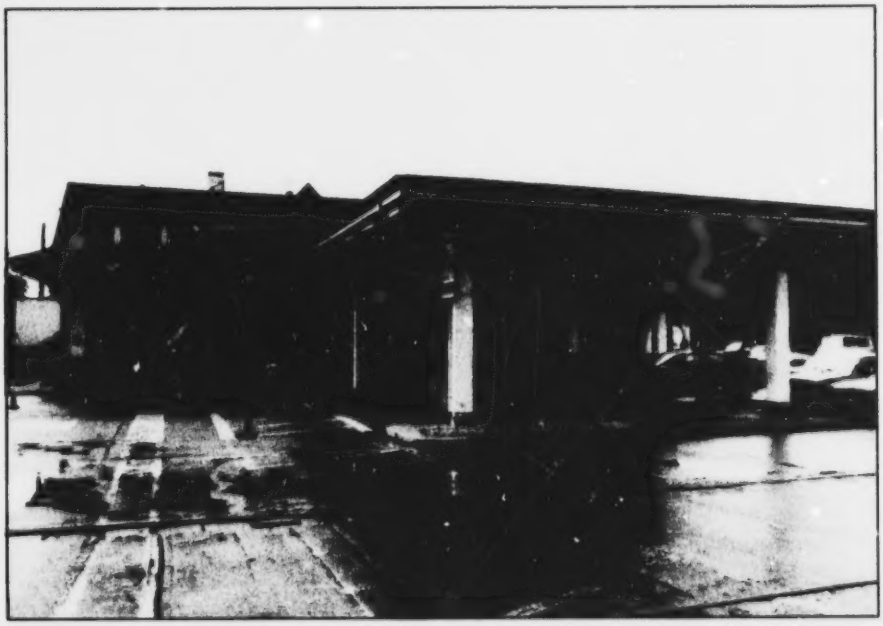
[redacted]

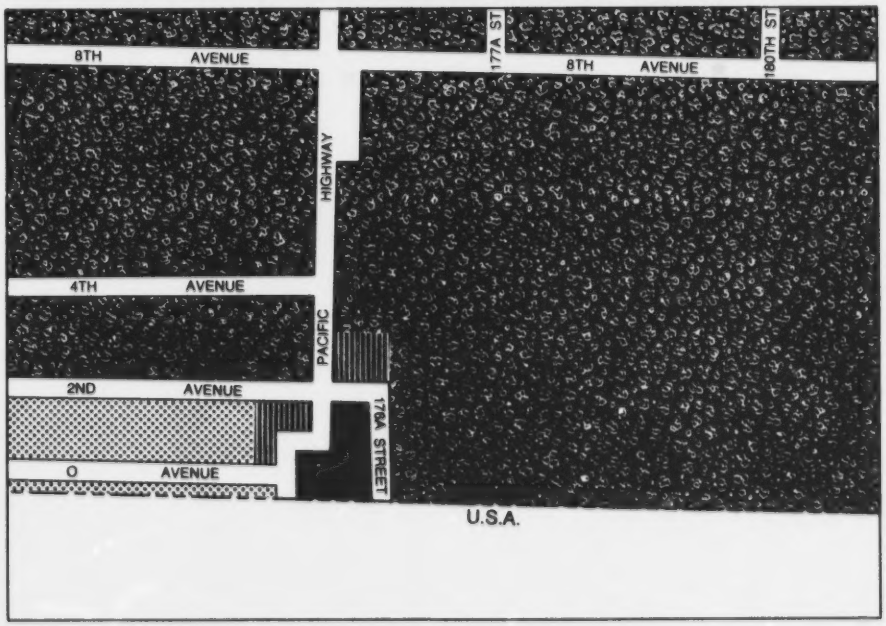
28 – 176th Street, Surrey
28, 176e rue, Surrey

OWNER/PROPRIÉTAIRE
PWC/TPC

CRPI/RIC:
5915004 22 DPWO 16642

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:15,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 79

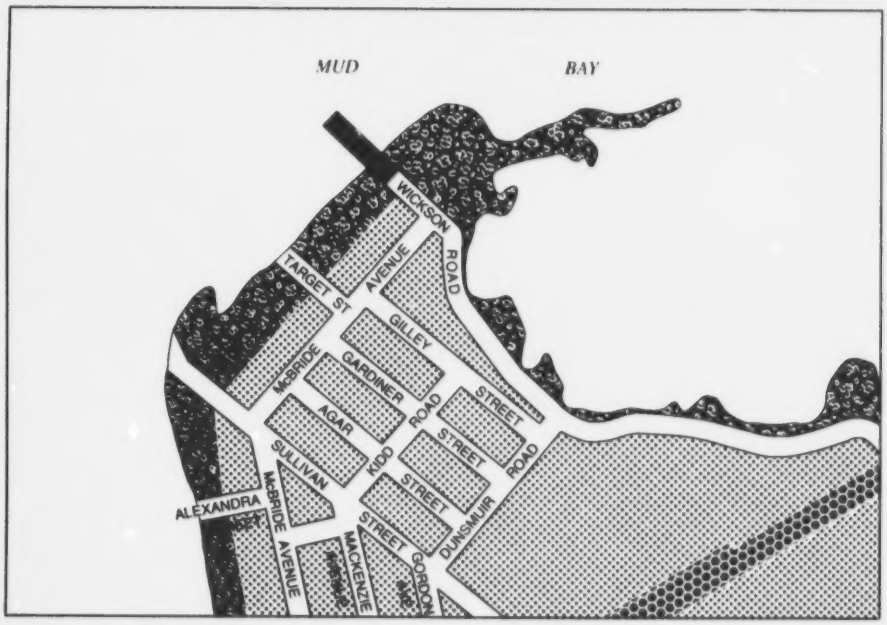
Wharf and Marina, Crescent Beach Park
Quai et plaisance et quai, Parc de Crescent Beach

Boundary Bay
Baie Boundary

OWNER/PROPRIÉTAIRE
DFO/MPO

CRPI/RIC:
5915004 22 DPWO 16664
DPWO 16643 DPWO 16645

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

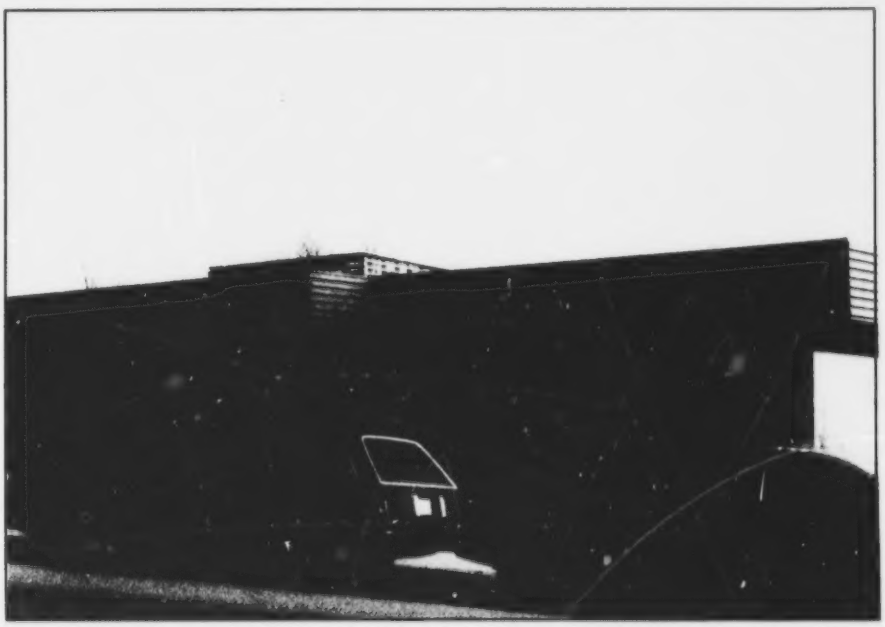
SCALE/ÉCHELLE 1:5,000

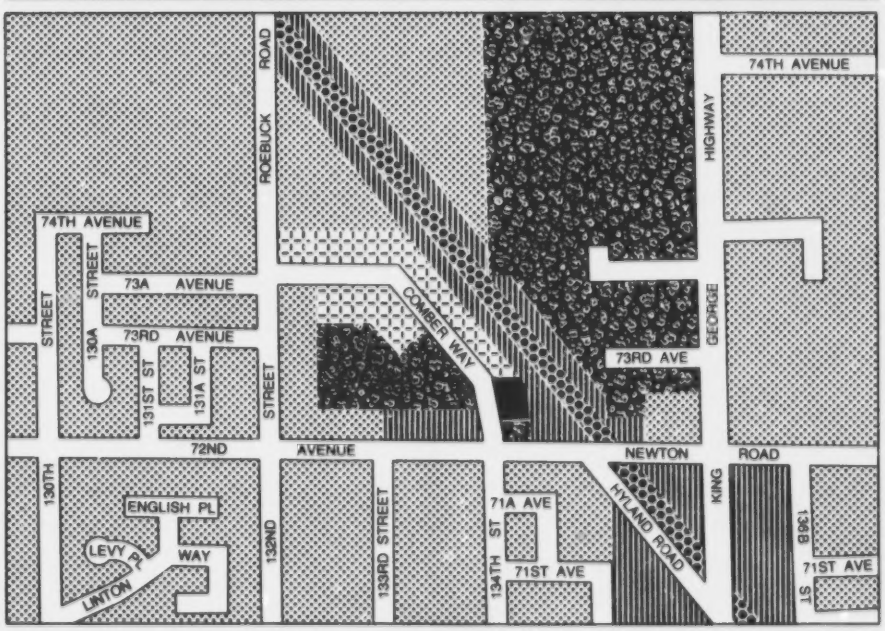
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

13427 Comber Way, Newton, Surrey
13427, Route Comber, Newton

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915004 22 CPOO 16648
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

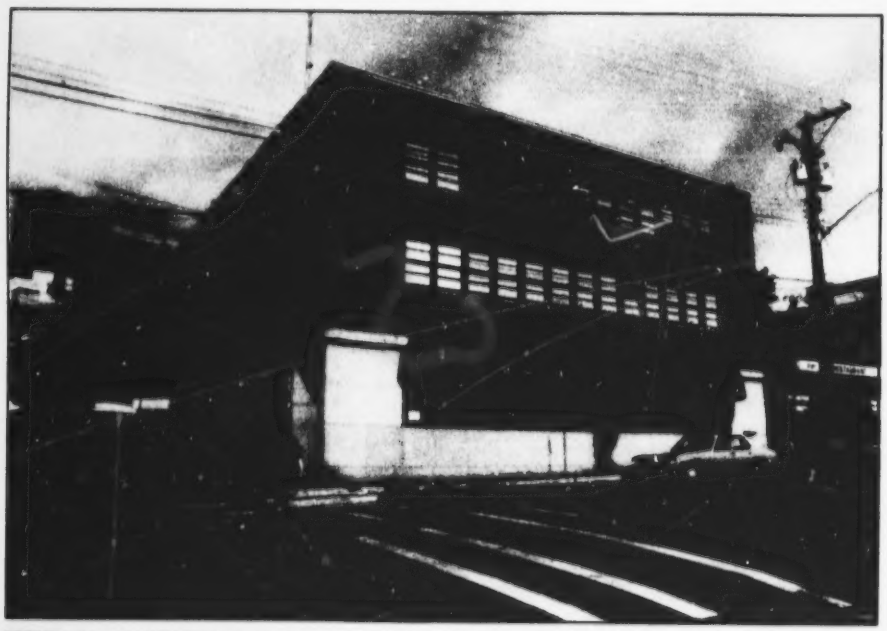
SCALE/ÉCHELLE 1:5,000

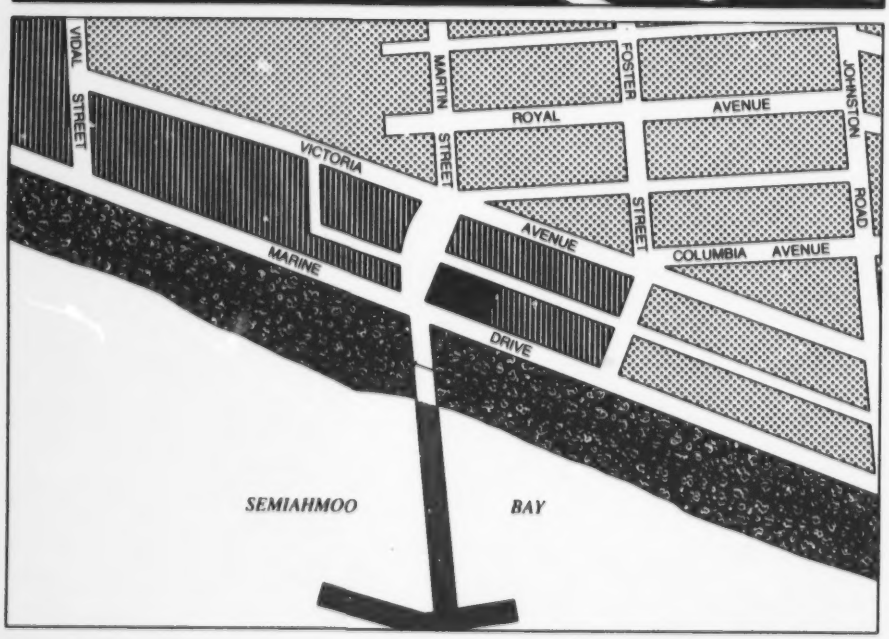
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

15047 Marine Drive, White Rock
15047, Promenade Marine, White Rock

OWNER/PROPRIÉTAIRE PWC/TPC
CRPI/RIC: 5915007 22 DPWO 16663
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

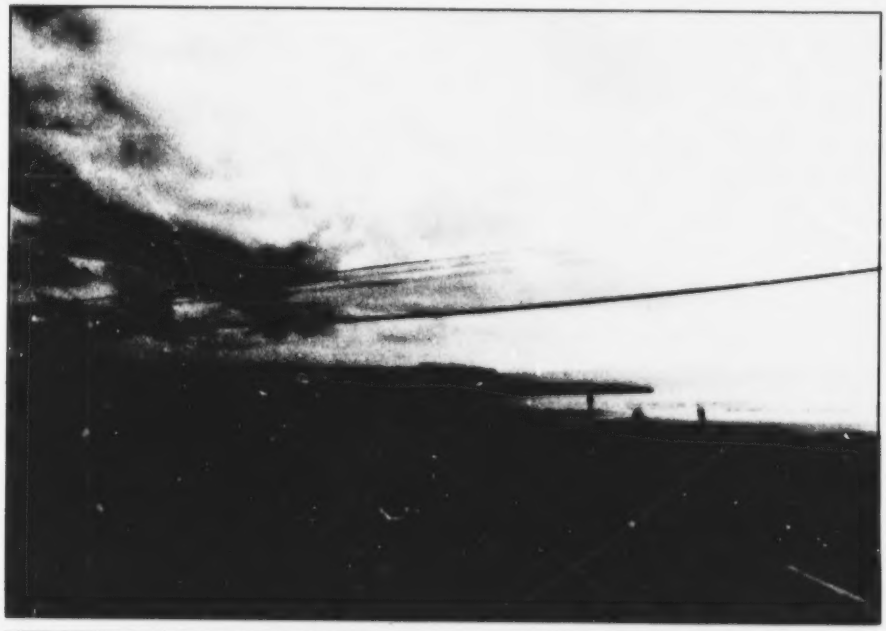
SCALE/ÉCHELLE 1:5,000

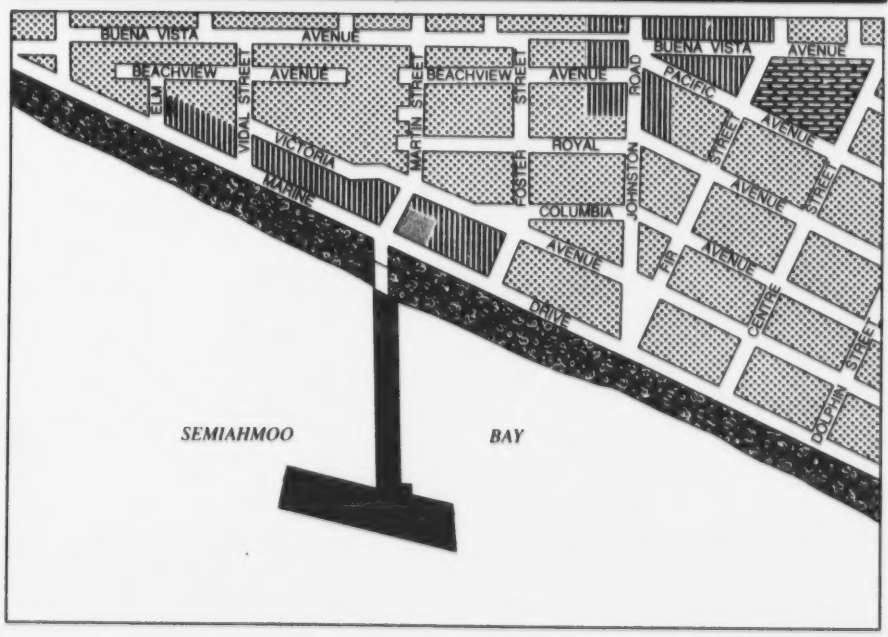
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

White Rock

OWNER / PROPRIÉTAIRE
DFO / MPO
CRPI RIC:
5915007 22 DPWO 16665
STUDY YEAR / ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:10,000

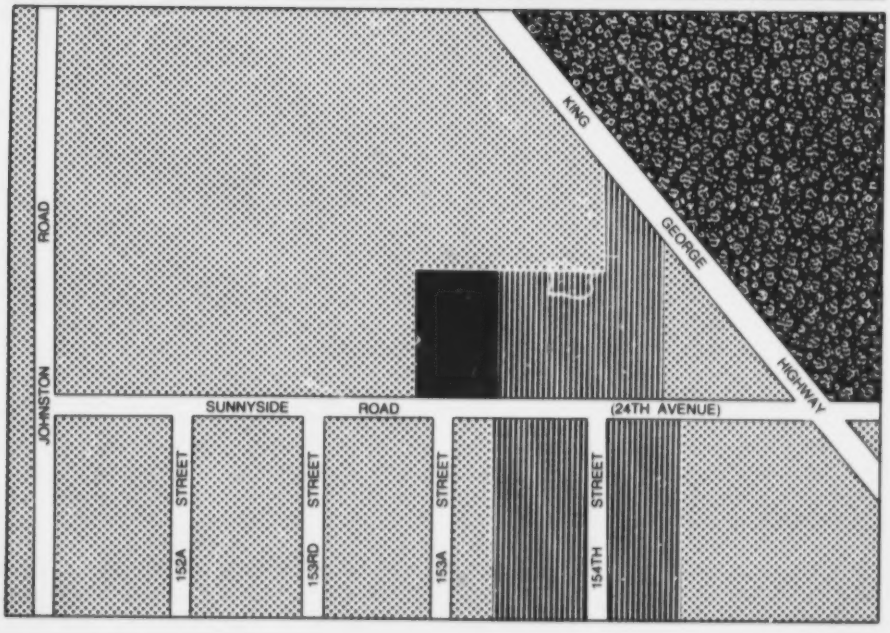
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 84

Mail Processing Plant
Centre de traitement du courrier

15415 24th Avenue, White Rock
15415, 24e avenue, White Rock

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915007 22 CPOO 16666
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 83

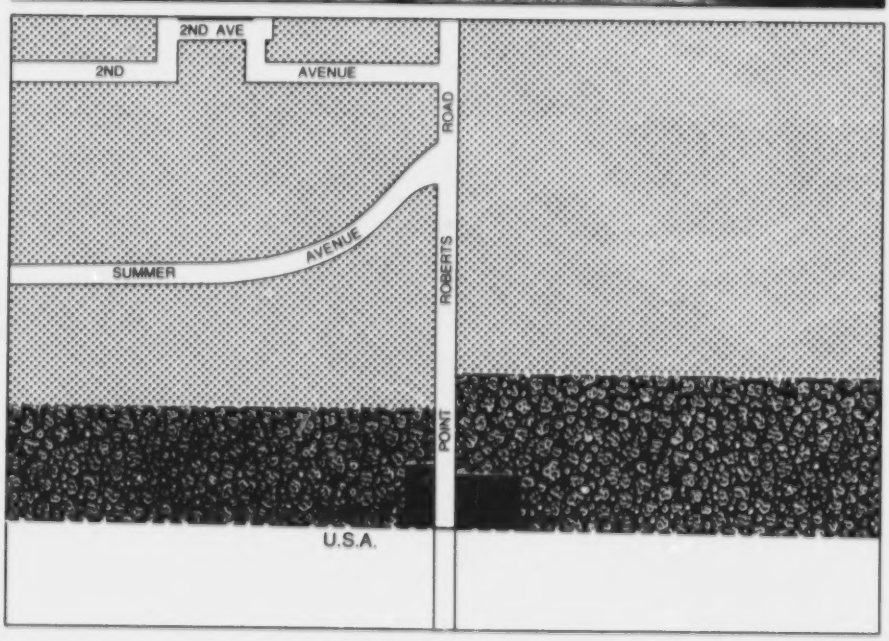
Customs Post
Poste des douanes

Point Roberts, Delta
Pointe Roberts, Delta

OWNER PROPRIÉTAIRE
CAE/RC-D&A

CRPI RIC
5915011 20 CAEO 16669

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:6,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 85

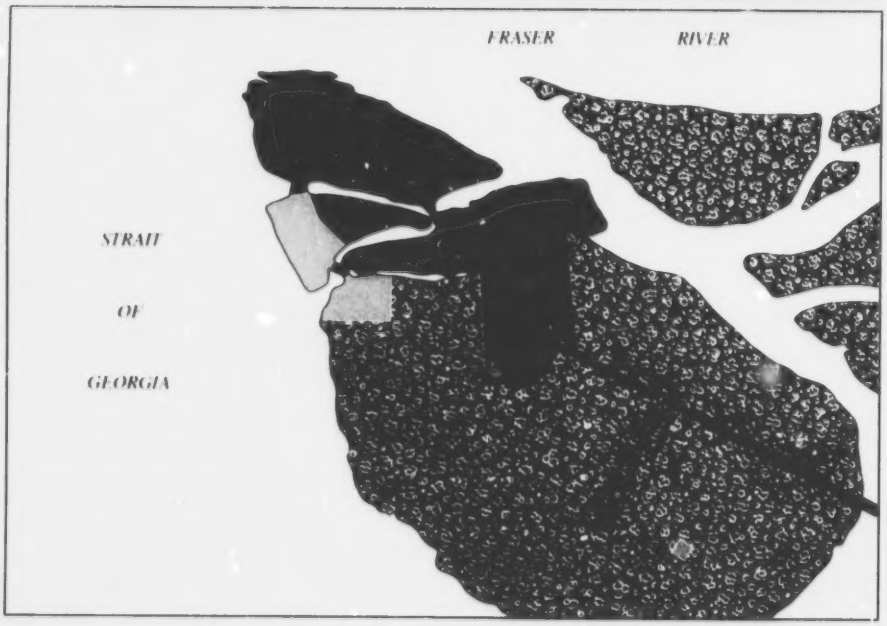
Alaksen National Wildlife Area
Réserve nationale de la faune d'Alaksen

5421 Robertson Road, Delta
5421, chemin Robertson, Delta

OWNER / PROPRIÉTAIRE
EC/EC

CRPI / RIC
5915011 20 DOE3 16670

STUDY YEAR / ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1 : 40,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 37

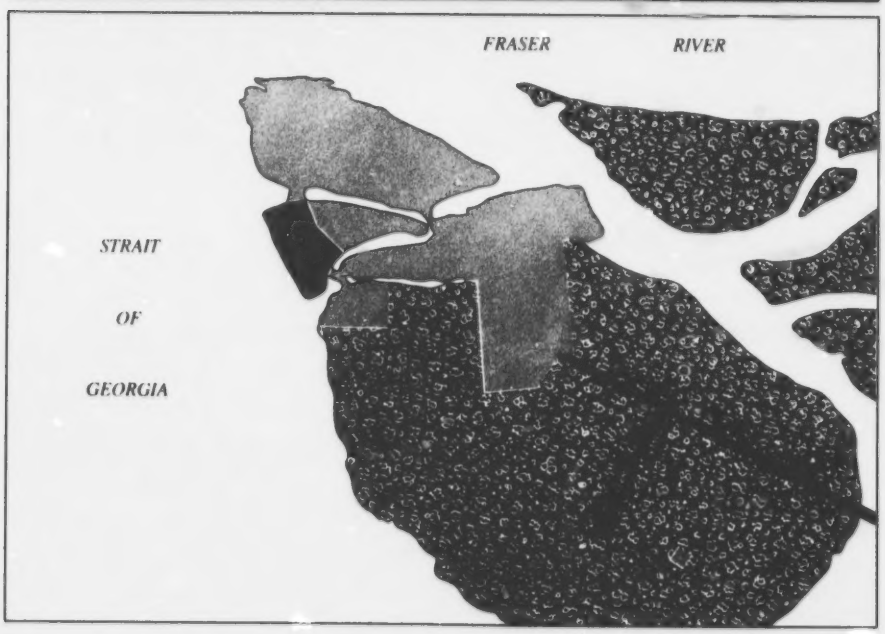
George C. Reifel Migratory Bird Sanctuary
Sanctuaire d'oiseaux migrateurs George C. Reifel

Reifel Island, Delta
Île Reifel, Delta

OWNER/PROPRIÉTAIRE
EC/EC

CRPI RIC:
5915011 20 DOE3 16671

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE /ÉCHELLE 1:40,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 88

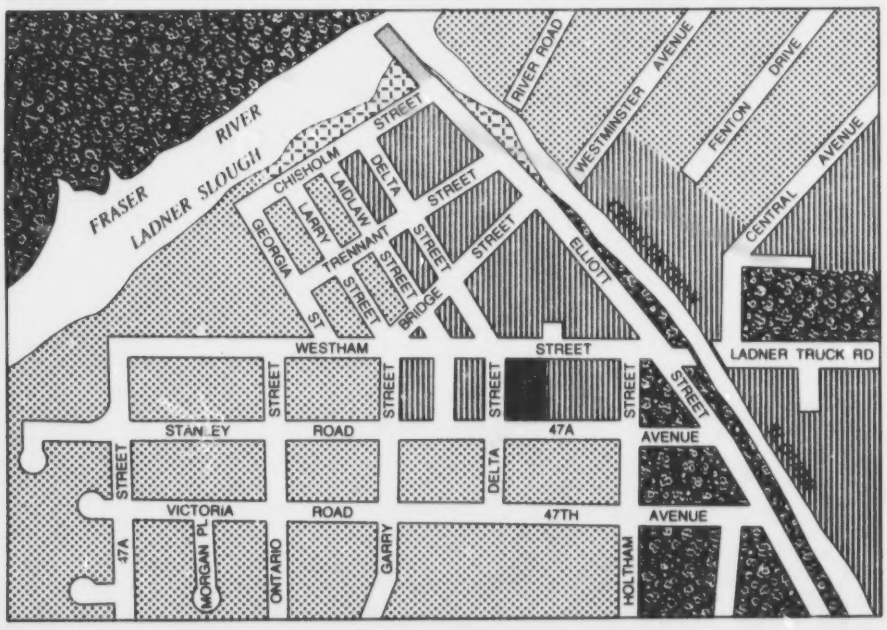
Canada Post Building
Édifice de la Société canadienne des postes

5010 48th Street, Ladner
5010, 48e rue, Ladner

OWNER/PROPRIÉTAIRE
CPC/SCP

CRPI/RIC:
5915011 20 CPOO 16672

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

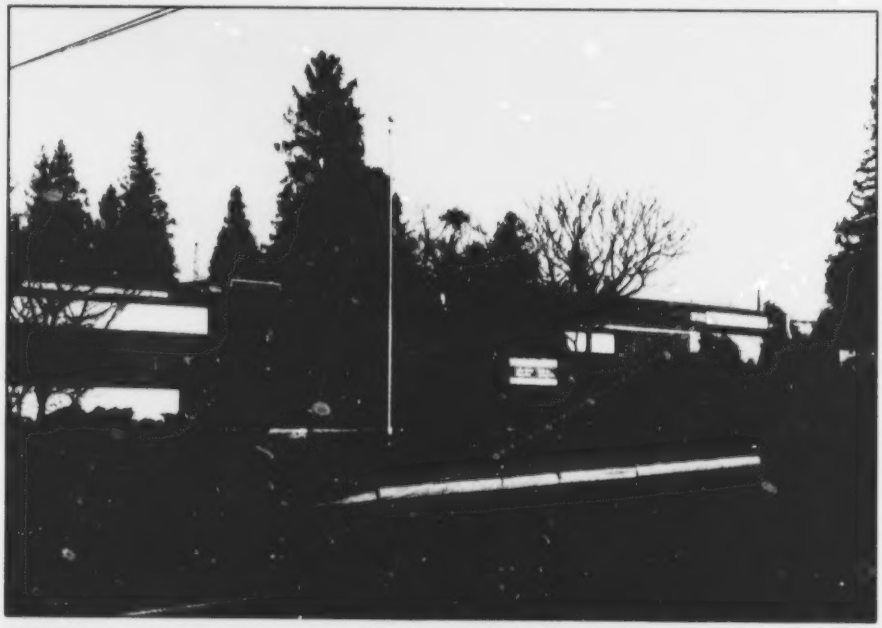
FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

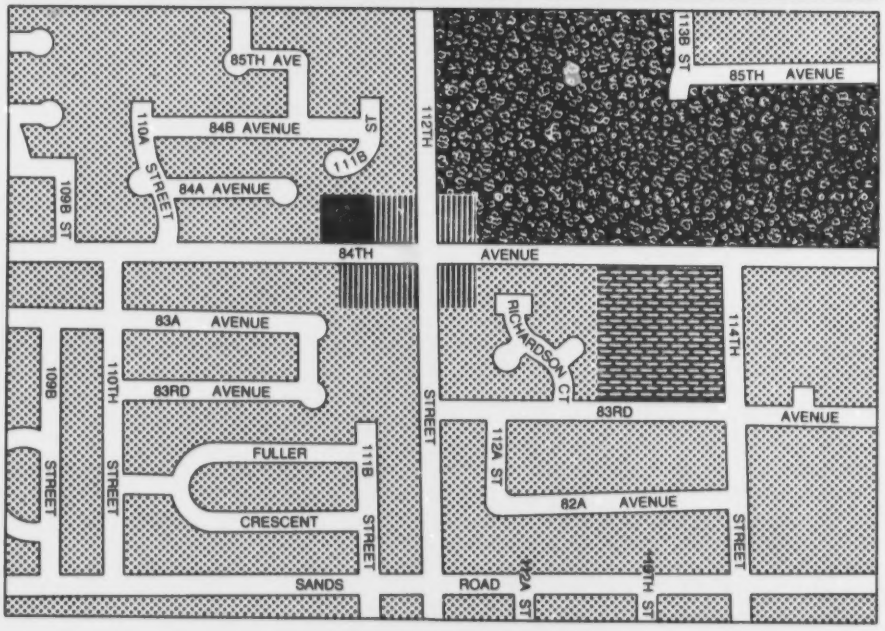
SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

84th Avenue, North Delta
84e avenue, North Delta

OWNER PROPRIÉTAIRE CPC/SCP
CRPI RIC: 5915011 20 CP00 16676
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

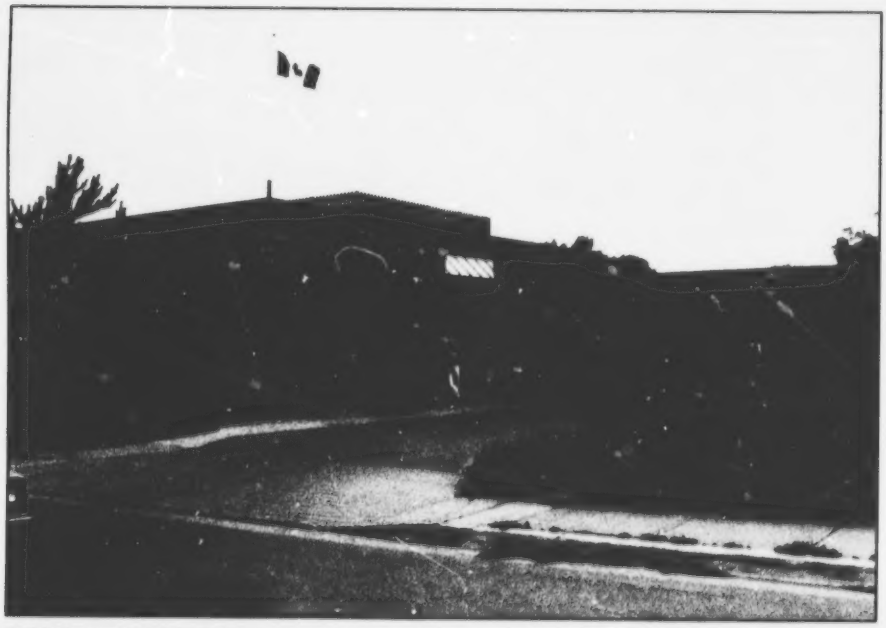
SCALE/ÉCHELLE 1:7,000

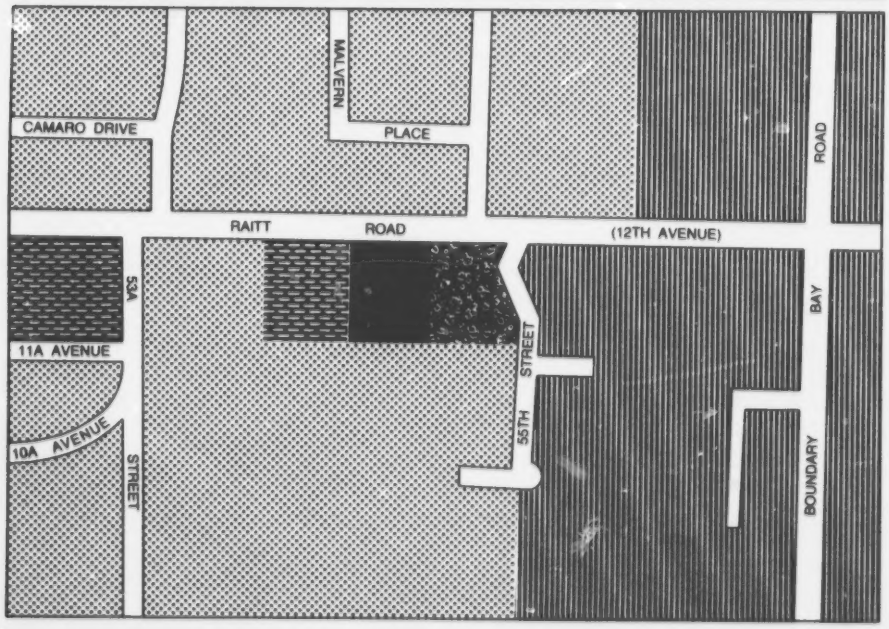
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

5432 12th Avenue, Delta
5432, 12e avenue, Delta

OWNER/PROPRIÉTAIRE CPC/SCP
CRPI/RIC: 5915011 20 CPOO 16678
STUDY YEAR/ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:4,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

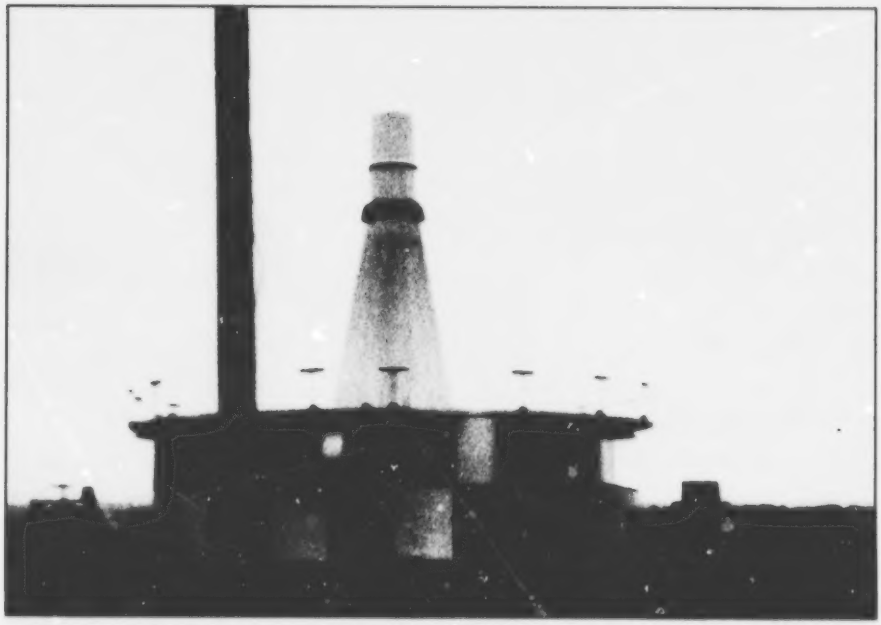
[redacted]

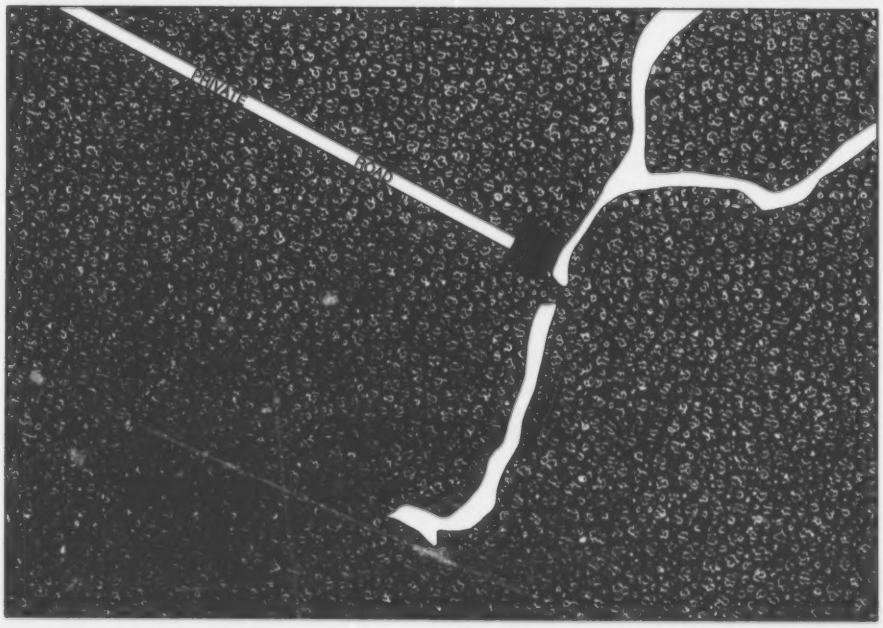
Westham Island, Delta
Île Westham, Delta

OWNER PROPRIÉTAIRE
TC/TC

CRPI RIC:
5915011 20 MOTO 16681

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 93

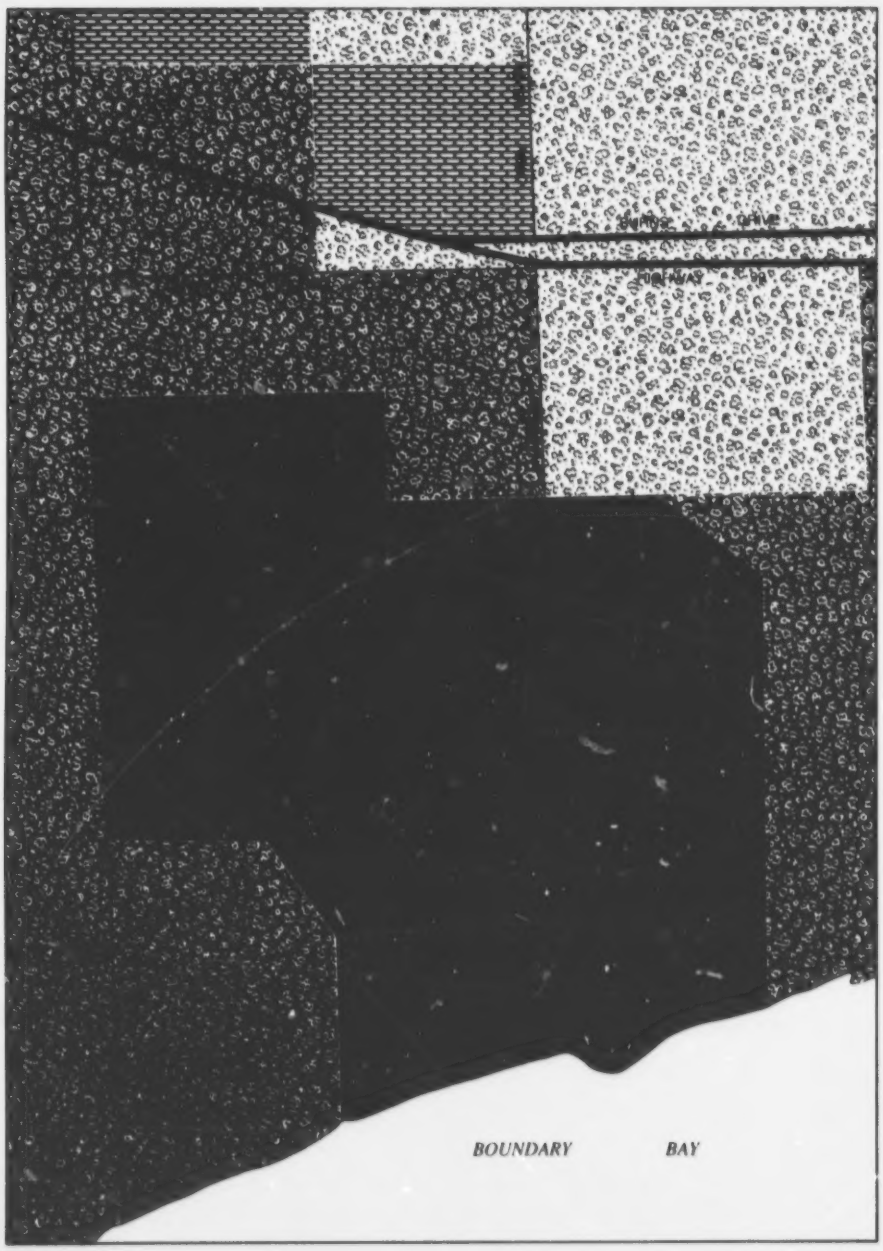
Boundary Bay Airport
Aéroport de la Baie Boundary

Boundary Bay, Delta
Baie Boundary, Delta

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC:
5915011 20 MOTO 16682

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE /ÉCHELLE 1:25,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

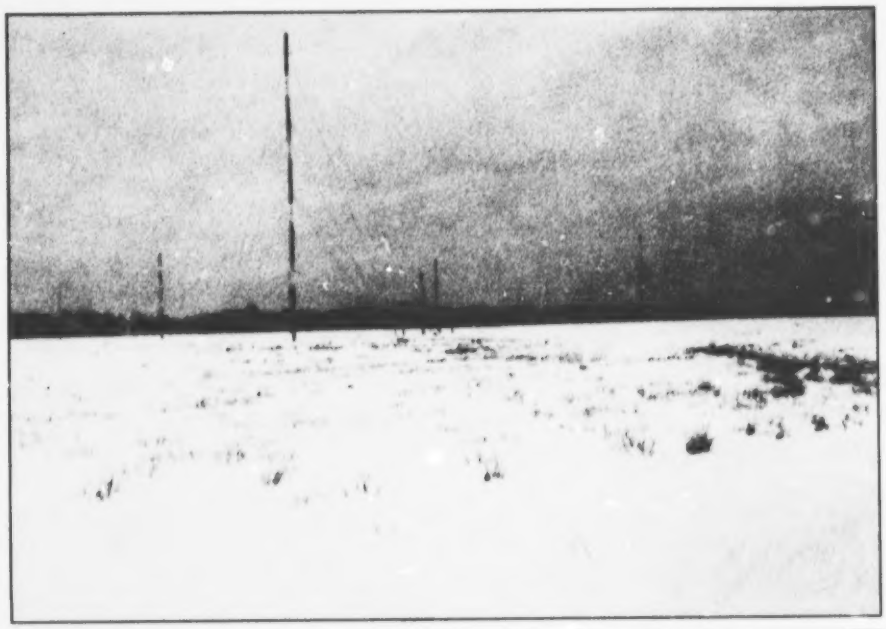
[redacted]

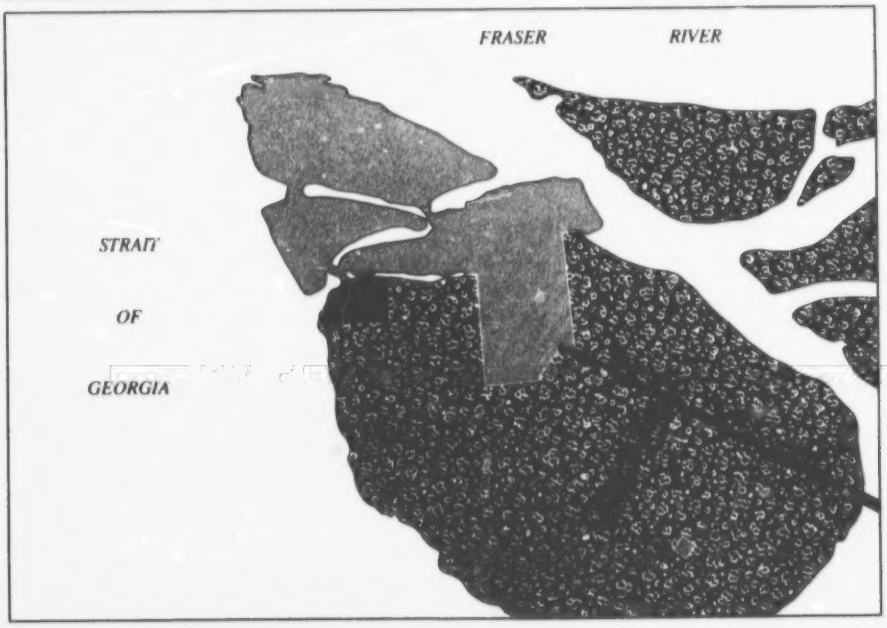
Near Westham Island, Delta
Près de l'Îles Westham, Delta

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC:
5915011 20 MOT1 16743

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE /ÉCHELLE 1:40,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 93

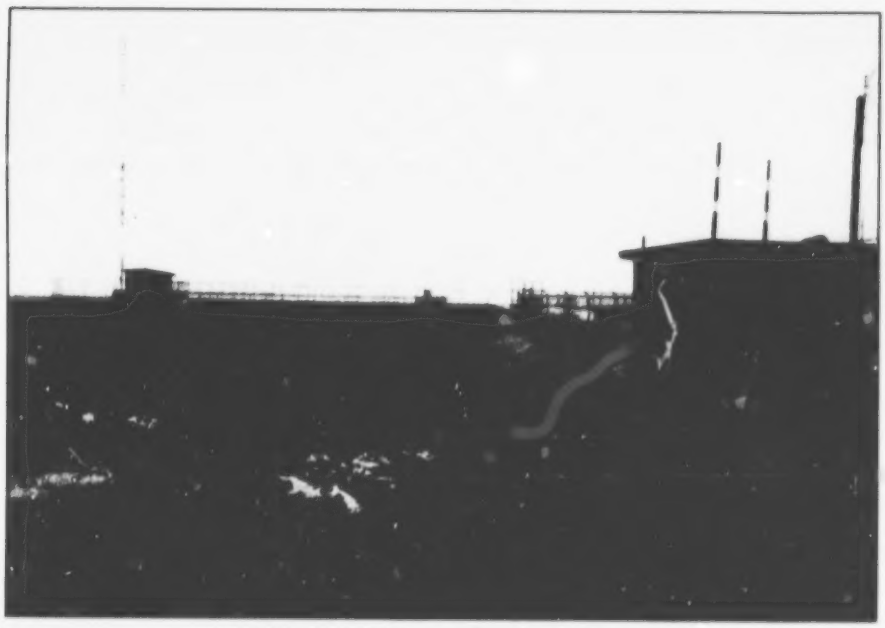
CBU Radio Transmitter
Émetteur radio CBU

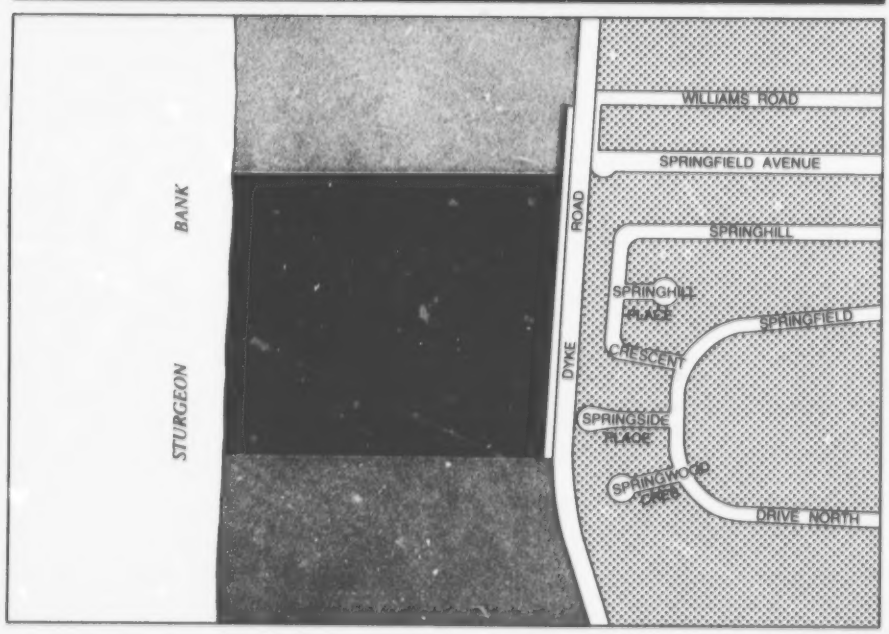
Lulu Island
Île Lulu

OWNER/PROPRIÉTAIRE
CBC/R-C

CRPI/RIC:
5915011 20 CBCO 16747

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 36

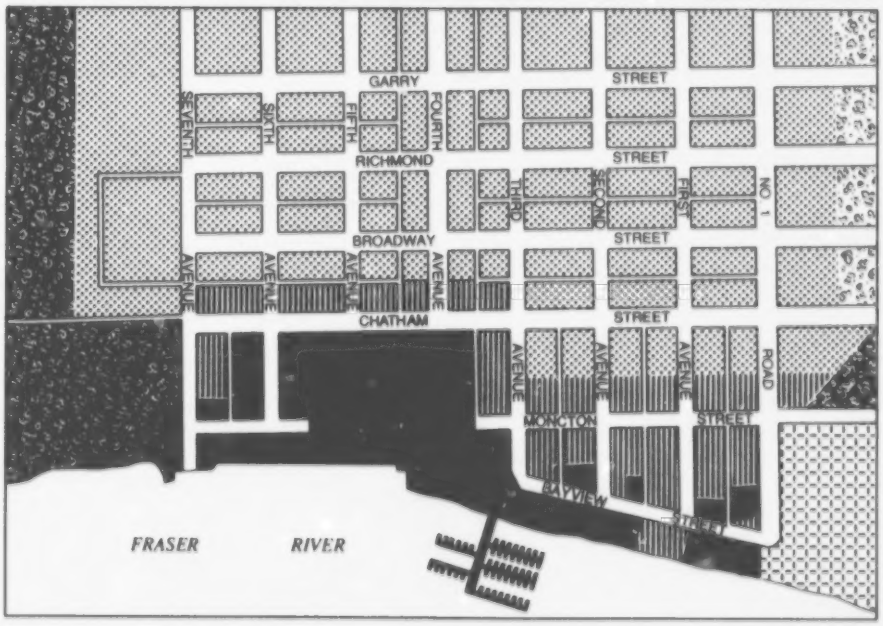
[redacted]

Steveston

OWNER/PROPRIÉTAIRE
DFO-SCH/MPO-PPB, PWC/TPC

CRPI RIC: 5915015 20 DFOO 16750
DFOO 16751, DFOO 16752, DPWO 16757,
DPWO 16774, DPWO 16759,
DPWO 16776, DPWO 16762

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 37

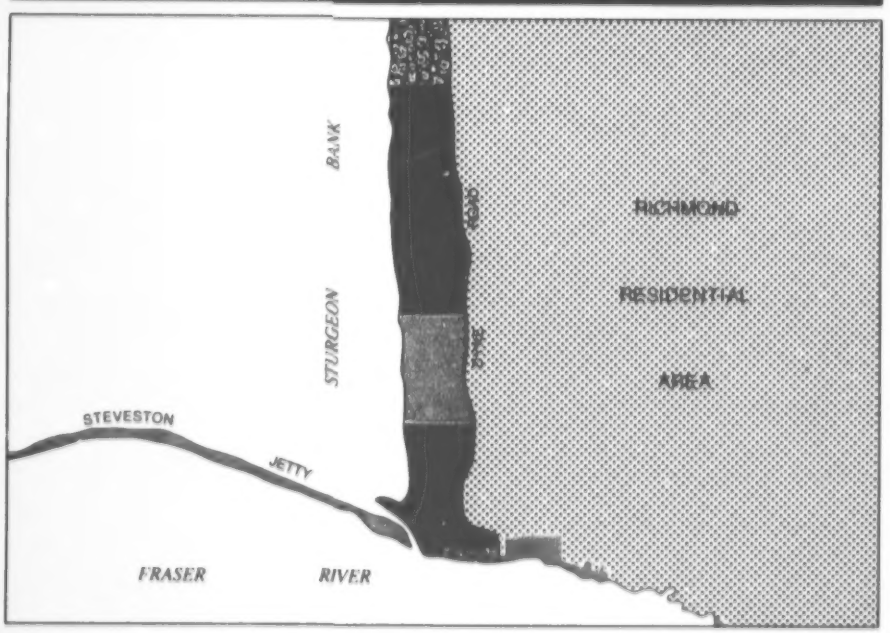
Sturgeon Banks National Wildlife Area
Réserve nationale de la faune de Sturgeon Banks

Near Steveston, Richmond
Près de Steveston, Richmond

OWNER/PROPRIÉTAIRE
EC/EC

CRPI/RIC:
5915015 20 DOE3 22686

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:50,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 98

[redacted] – Right-of-way
[redacted] et droit de passage

Steveston, Richmond

OWNER PROPRIÉTAIRE
TC / TC

CRPI RIC
5915015 20 DPWO 16758
DPWO 16778

STUDY YEAR ANNÉE D'ÉTUDE
1983

NO LAND USE MAP/AUCUNE CARTE D'UTILISATION DU SOL

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 99

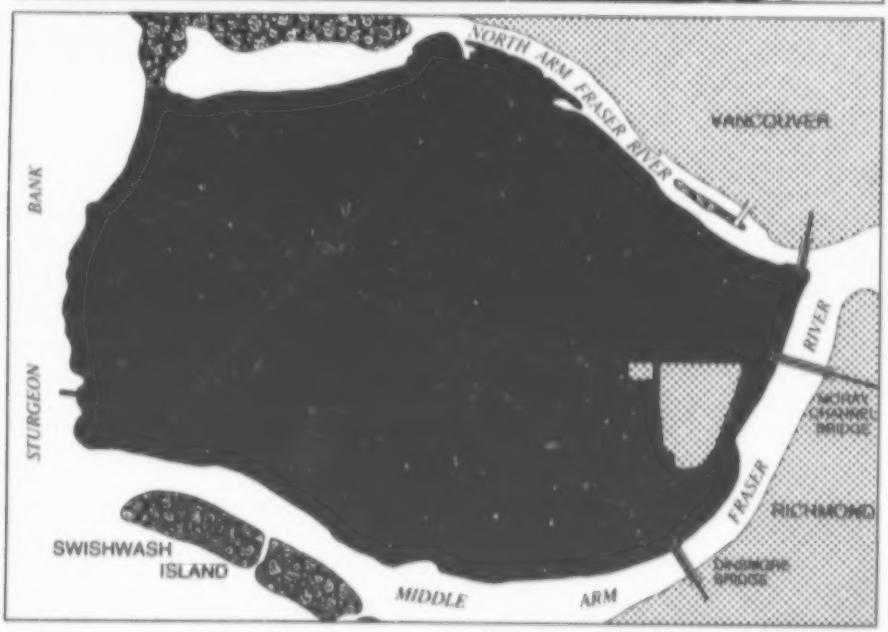
Vancouver International Airport
Aéroport international de Vancouver

Sea Island
Île Sea

OWNER PROPRIÉTAIRE
TC/TC

CRPI RIC:
5915015 20 MOTO 16782

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:50,000

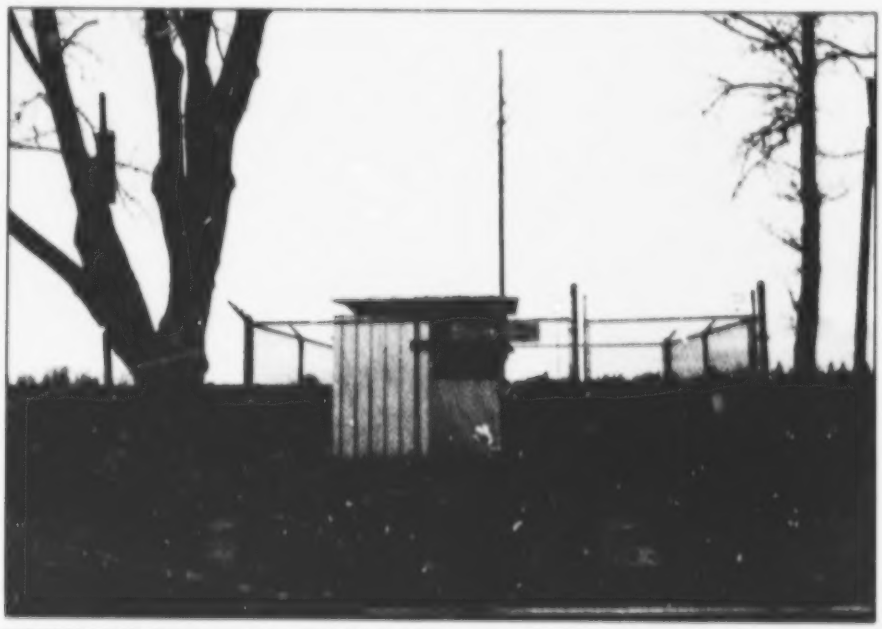
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

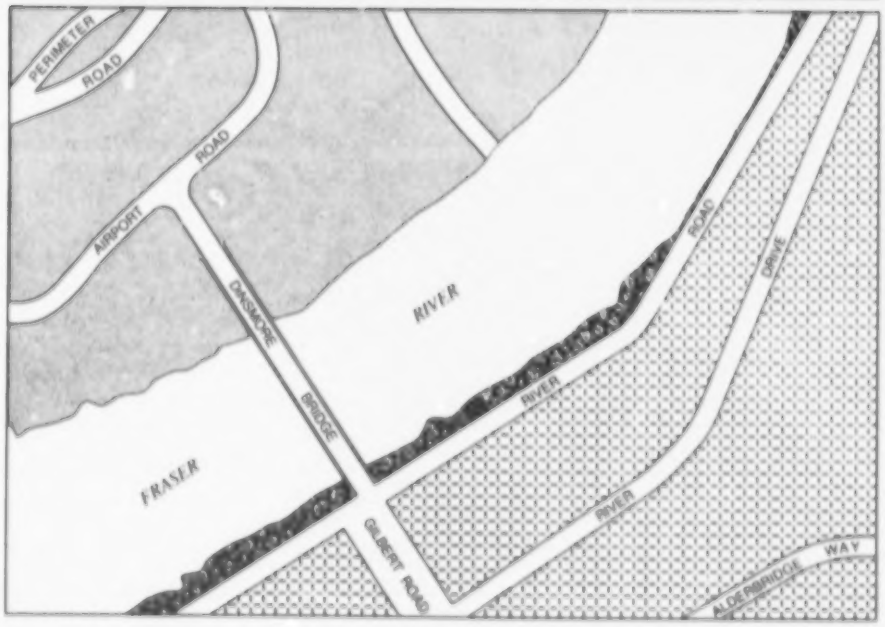
Site 100

Vancouver Middle Marker
Radiobalise intermédiaire du Vancouver

Near Dinsmore Island
Près de l'Île Dinsmore

OWNER PROPRIÉTAIRE TC/TC
CRPI RIC 5915015 20 MOTO 16782
STUDY YEAR ANNÉE D'ÉTUDE 1983





LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

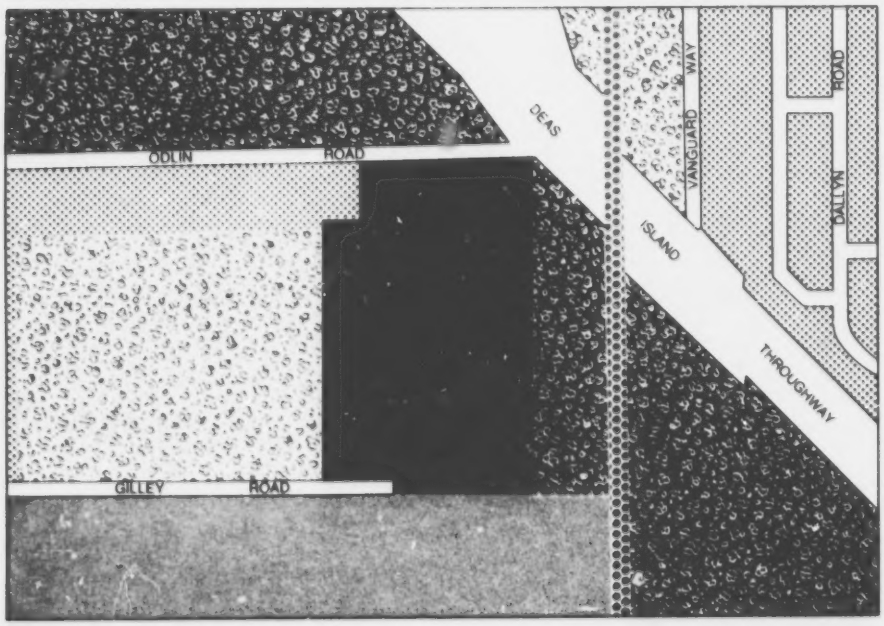
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

[redacted]
[redacted]

Blaine Highway and Odlin Road
Route Blaine et chemin Odlin

OWNER/PROPRIÉTAIRE TC/TC
CRPI RIC: 5915015 20 MOTO 16784
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

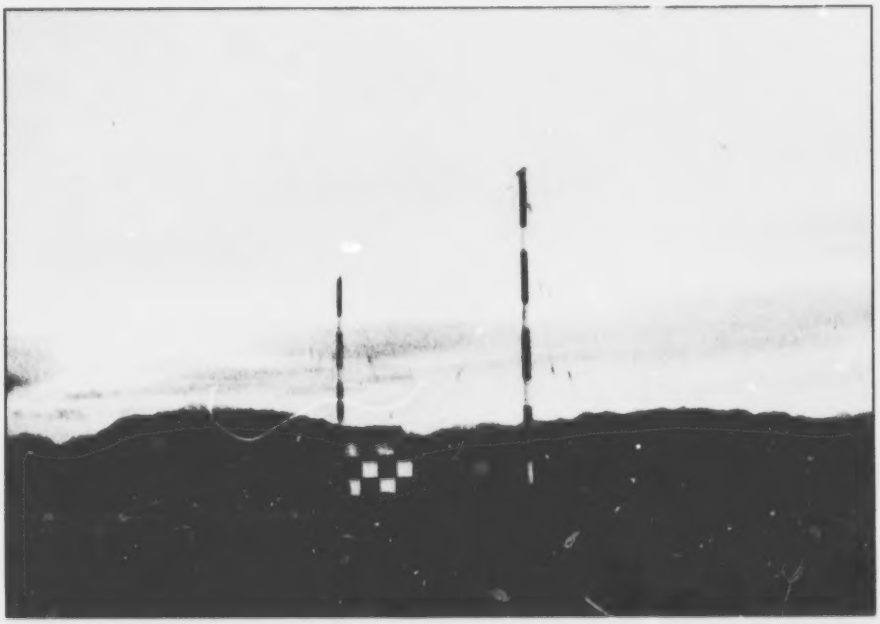
[redacted]

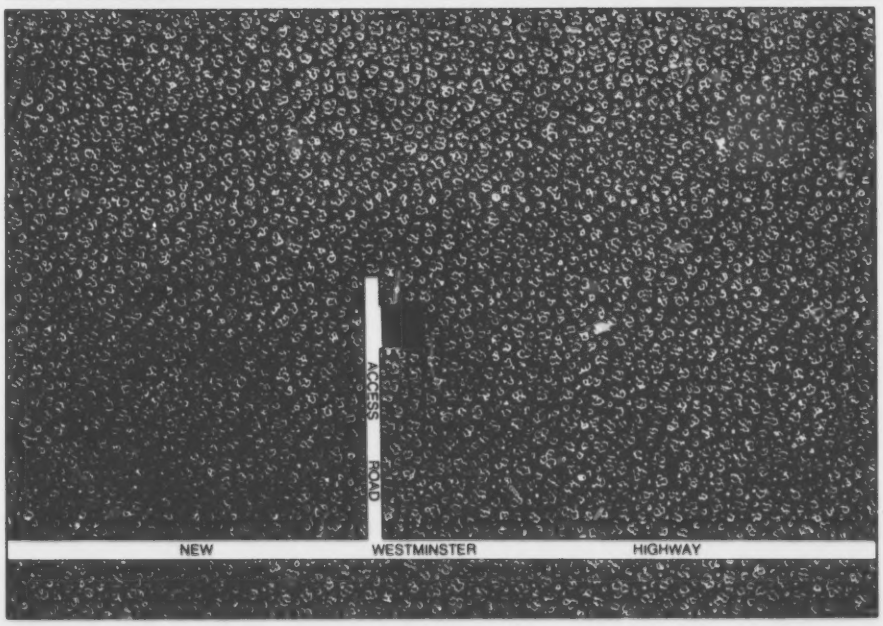
Lulu Island, Richmond
Île Lulu, Richmond

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC
5915015 20 MOTO 16785

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10.000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 103

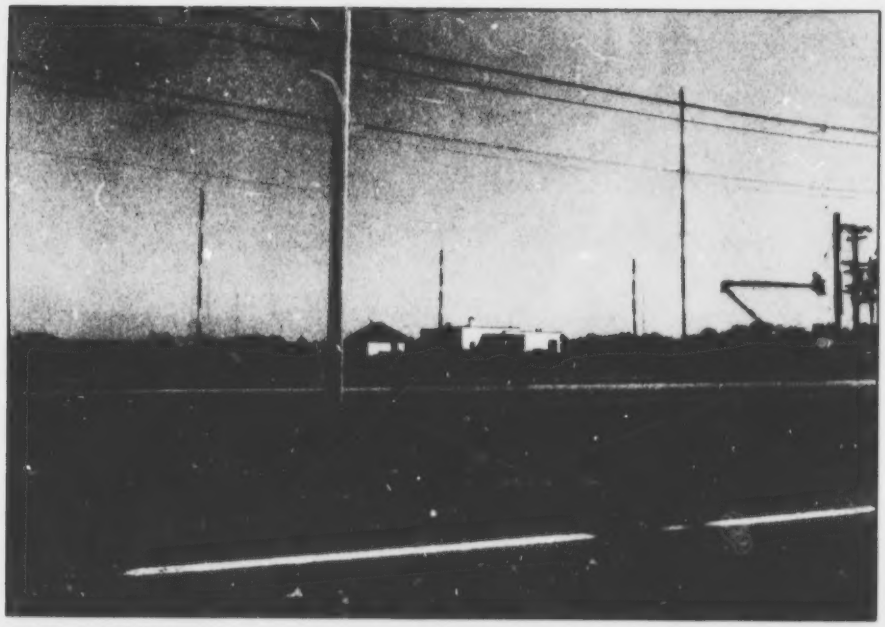
Marine Transmitter
Émetteur maritime

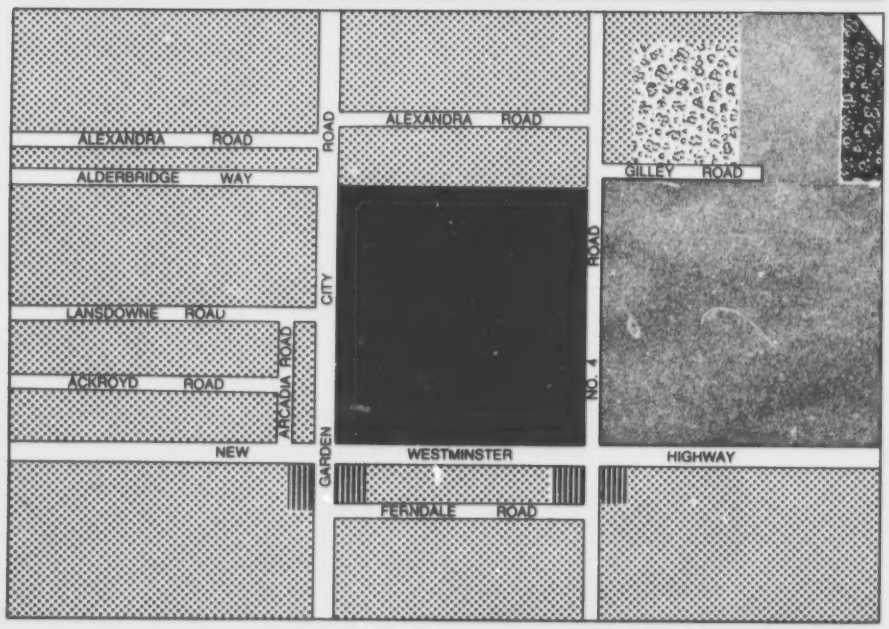
On New Westminster Hwy, Richmond
Sur la route New Westminster, Richmond

OWNER/PROPRIÉTAIRE
TC/TC

CRPI/RIC:
5915015 20 MOT1 16783

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:20,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 104

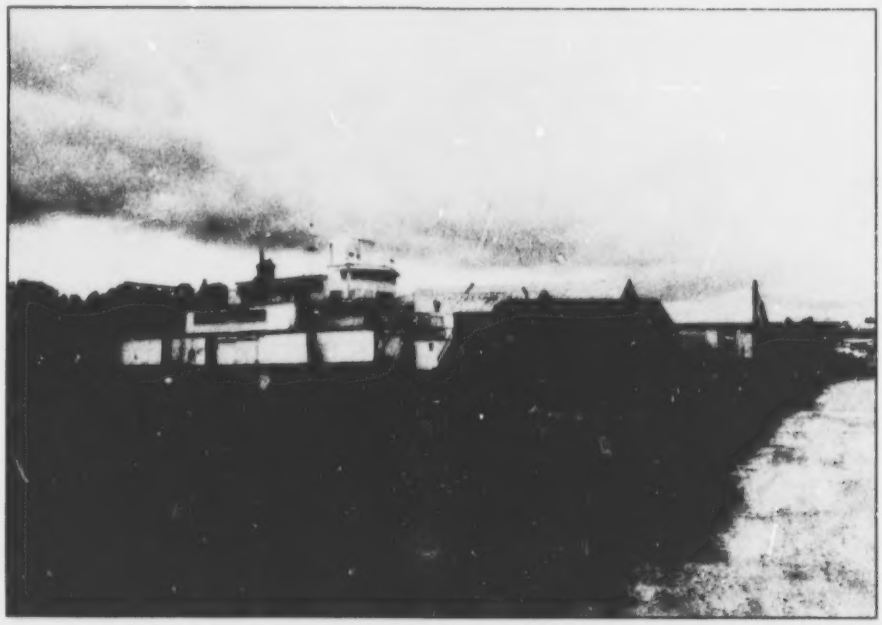
[redacted]

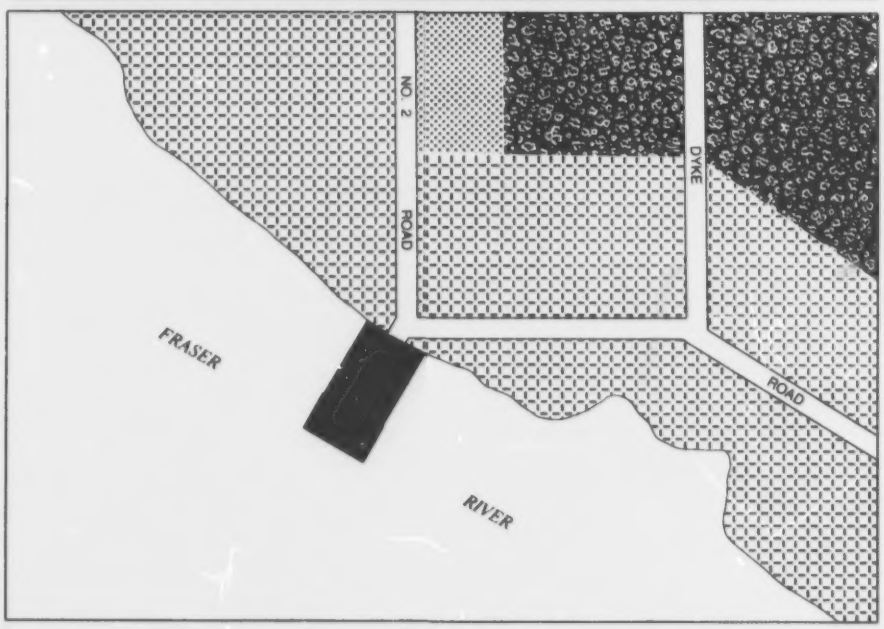
Richmond

OWNER PROPRIÉTAIRE
TC/TC

CRPI RIC
5915015 20 MOT1 16786

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:4000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 105

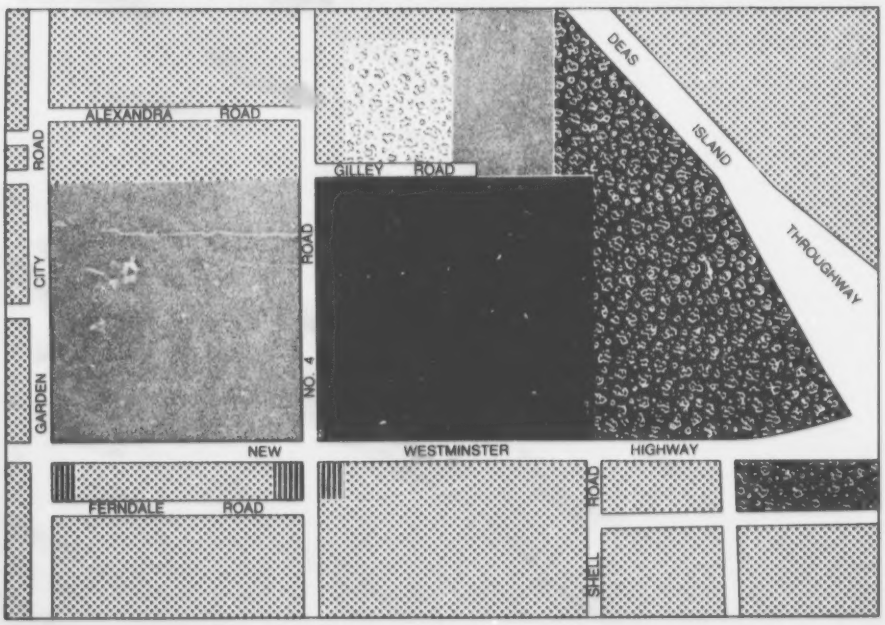
Transmitter
Emetteur

Road 4 and New Westminster Hwy
Angle des routes 4 et New Westminster

OWNER/PROPRIÉTAIRE
DND/MDN

CRPI/RIC:
5915015 20 DNDO 16789

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:20,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 106

[redacted]

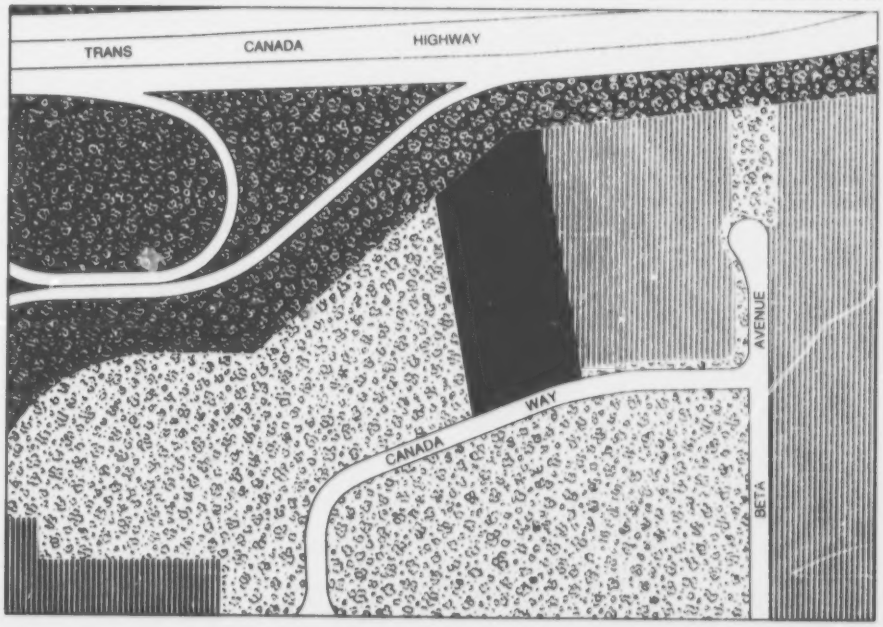
Willingdon Green Park, Burnaby
Parc Willingdon Green, Burnaby

OWNER PROPRIÉTAIRE
NHW/SBSC

CRPI RIC
not in CRPI
pas dans le RIC

STUDY YEAR/ANNÉE D'ÉTUDE
1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE



SCALE/ÉCHELLE 1:5,000

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 107

Freeway Patrol Site
Poste de patrouille routière

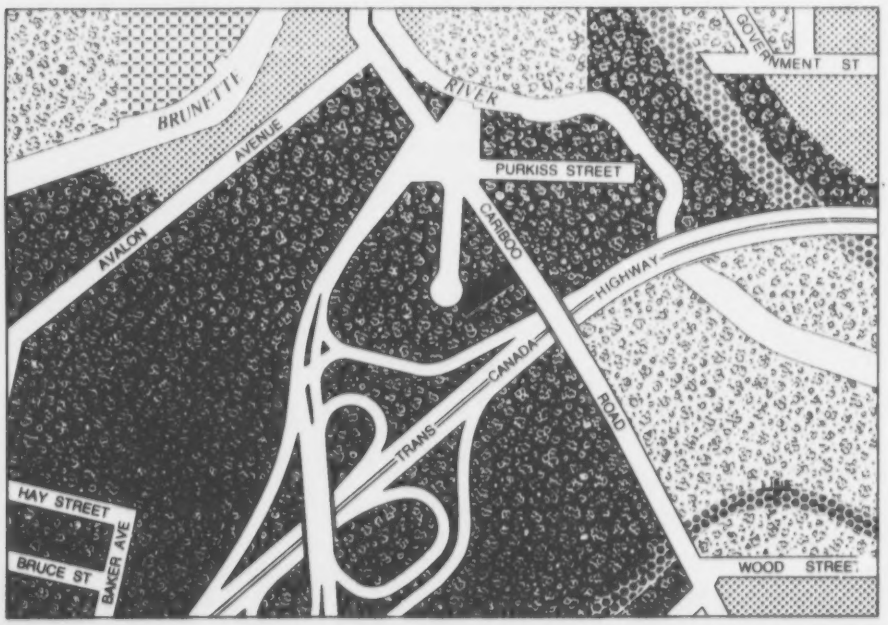
Cariboo Road and Stormont Ave.
Chemin Cariboo et Av. Stormont

OWNER PROPRIÉTAIRE
RCMP/GRC

CRPI RIC
not in CRPI
pas dans le RIC

STUDY YEAR/ANNÉE D'ÉTUDE
1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE



LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

[redacted]

[redacted]

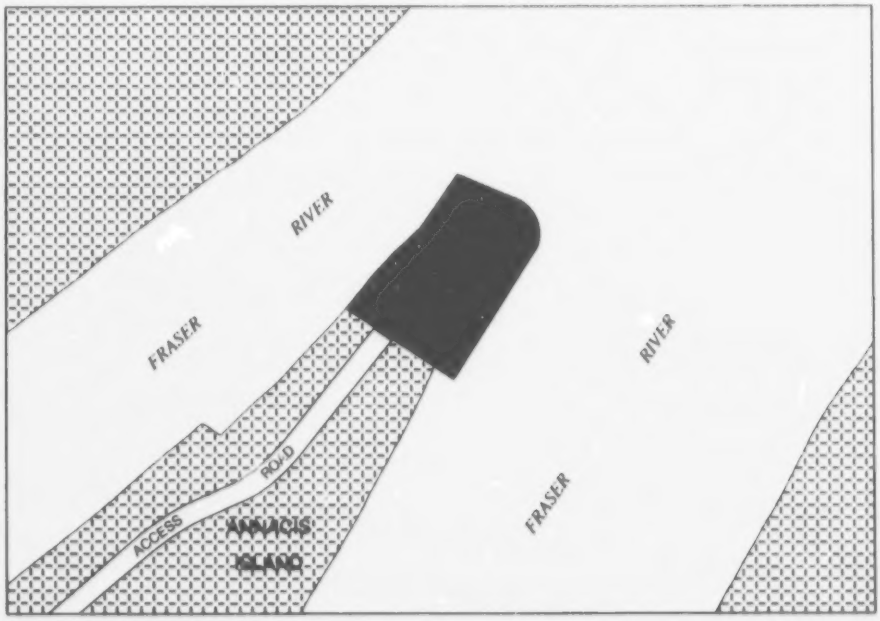
Annacis Island, Delta
Île Annacis, Delta

OWNER/PROPRIÉTAIRE
PWC/TPC

CRPI/RIC:
not in CRPI
pas dans le RIC

STUDY YEAR/ANNÉE D'ÉTUDE
1983

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE



LEGEND / LÉGENDE

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SCALE/ÉCHELLE 1:10,000

GLOSSARY OF TERMS

APPENDIX A

ECONOMIC LIFE

The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed, and generally is shorter than, the physical life of the improvements.

EXCESS

No longer required for operational purposes by a particular department. See "Surplus Property Procedures".

FLM

Federal Land Management - FLM Policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

GROSS AREA - (Outside Gross)

That area measured from the outside surface of the outer building wall to the outside surface of the opposite outer building wall, for the area of each floor, without any deductions for opening which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

HERITAGE DESIGNATION

Federal Heritage Building Review Office (FHBRO) - An interdepartmental advisory body responsible for identifying and evaluating heritage buildings (40 years old and older) owned by the federal government and for monitoring the conservation and continued use of these buildings. The two categories are:

> **Classified building** - A federal heritage building that has been identified by the Government of Canada as having the highest heritage significance.
>
> **Recognized building** - A federal heritage building that has been identified by the Government of Canada as having the second highest heritage significance.

PWC Heritage Policy* - Applies to all PWC-owned structures constructed prior to 1945. Each structure is assessed according to the policy, and when heritage value is present, it is designated as follows:

> **"Important"** - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.
>
> **"Preserve"** - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.
>
> **"Maintain"** - require no special consideration beyond normal maintenance. This is a holding category for buildings which may find a clearer value in their communities as time goes by.
>
> **"Insignificant"** - no appreciable heritage or social value.

MONITOR

A recommendation that a property be monitored means that it is to be observed to determine if the problem identified has been solved by the expected action.

NON-HABITABLE VACANT SPACE

Space which, by reason of design and/or condition, cannot be used to satisfy client requirements.

PROPERTY

Generally refers to an area of land plus any structures that may be located thereon.

RENTABLE FLOOR AREA

That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (i.e., furnace rooms, public stairs, etc.).

REVIEW

A recommendation that a property be reviewed means that it is to be re-evaluated at a specific time.

* This policy has been superseded by DOE-PC Heritage Policy (see FHBRO).

SURPLUS PROPERTY PROCEDURES

When a federal department or agency no longer has any use for a property (improved or unimproved land, including waterlots), it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the federal department or agency transfer of the property. When there is no federal interest, the property may be declared surplus for disposal under the Surplus Crown Assets Act. If a property is determined surplus to federal requirements, Real Estate Services Disposal Guidelines regulate the priority of disposal action and terms of sale (i.e., provincial, municipal, public tender, etc.) or lease. Structures (without land) surplus to Departmental requirements are simply reported surplus under the Surplus Crown Assets Act and do not require TBAC/FLM review.

USABLE FLOOR AREA

That area within the outside walls measured and computed in the same manner as "Rentable Area", but excluding common use areas which serve the entire floor or building, known as Accessory Areas (e.g., washrooms, cafeterias).

APPENDIX B

ABBREVIATIONS

Department and Agency Abbreviation

CBC	Canadian Broadcasting Corporation
CEIC	Canada Employment and Immigration Commission
CPC	Canada Post Corporation
CSC	Correctional Services Canada
DOC	Department of Communications
DFO	Department of Fisheries and Oceans
DND	National Defence
EMR	Energy, Mines and Resources
EC	Environment Canada
EC (PC)	Parks Canada
HWC	Health and Welfare Canada
INA	Indian and Northern Affairs
JUS	Justice
NCPC	Northern Canada Power Commission
NHB	National Harbours Board
PSC	Public Service Commission
PWC	Public Works Canada
RC-C&E	Revenue Canada - Customs and Excise
RCMP	Royal Canadian Mounted Police
RIE	Regional Industrial Expansion
SC	Statistics Canada
SS	Secretary of State
TC	Transport Canada

General Abbreviations

CBD	Central Business District
CRPI	Central Real Property Inventory - an inventory of all federal real property
FHBRO	Federal Heritage Building Review Office
GOCB	Government of Canada Building
REIAS	Real Estate Investment Analysis System
TBAC/FLM	Treasury Board Advisory Committee on Federal Land Management, chaired by a representative of the Treasury Board Secretariat and the permanent members are representatives of PWC, DOE and CMHC.

APPENDIX C

ASC PUBLISHED REPORTS

Newfoundland

St. John's

Nova Scotia

Halifax-Dartmouth
Sydney

New Brunswick

Fredericton
Moncton
Saint John

Prince Edward Island

Charlottetown

Quebec

The Gaspé/Iles de la Madeleine
Granby
Haut-Saguenay
Lac St. Jean
Lower St. Lawrence
Montreal Island/Laval/Longueuil
Montreal South Shore
Quebec Urban Community
Sherbrooke Region
Sorel
St. Hyacinthe
Trois Rivières Region
Valleyfield

British Columbia

Fraser Valley
The Kootenays
Okanagan Region
Vancouver (map only)
Vancouver Island
Victoria

National Capital Region

NCR (Ottawa-Hull)

Ontario

Cornwall
Guelph
Hamilton
Kingston
Kitchener-Waterloo
London
Metropolitan Toronto
Mid-Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Regional Municipality or Durham
Regional Municipality of Peel
Regional Municipality of Waterloo
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Windsor

Manitoba

Winnipeg

Saskatchewan

Prince Albert
Regina
Saskatoon

Alberta

Calgary
Edmonton
Red Deer

Yukon

Whitehorse

Northwest Territories

Yellowknife

GREATE

DISTRICT RÉ

FEDERAL PROPERT

miles

Public Works Canada / Travaux publics Canada

VANCOUVER AREA

ENGLISH BAY

NORTH VANCOUVER

NORTH VANCOUVER DIST MUN

WEST VANCOUVER DIST MUN

DISTRICT MUNICIPALITY

BURNABY

BURNABY MOUNTAIN

DISTRICT MUNICIPALITY

PORT MOODY

PORT MOODY CITY

Port Moody

MUNICIPALITY

PROVINCIAL PARK

NORTH VANCOUVER PARK

ENDOWMENT LANDS

UNIVERSITY ENDOWMENT LANDS

UNIVERSITY HILL

CAPITOL HILL

MT STRACHAN

HOLLYBURN MTN

HOLLYBURN RIDGE

BLACK MOUNTAIN

CROWN MTN

GOAT MTN

LITTLE GOAT MTN

DAM MTN

GROUSE MNT

MT FROMME

THE NEEDLES

SUPPLY

MT ELSAY

SEYMOUR

MT SEYMOUR

EAGLE MTN

CAPILANO

LYNN CANYON PARK

BRITANNIA BEACH

Lynn Creek

North Lonsdale

Lynnmour

Maplewood

Dollarton

Deep Cove

Cove Cliff

Belcarra

Ioco

Sasamat Lake

Indian Arm

Buntzen Lake

Coquitlam Lake

Cypress Park

Dundarave

Hollyburn

Ambleside

Lionsview

Capilano

Lower Capilano

Ardley

Still Creek

Highway

Golf Course

Oil Tanks

Loch Dale

Seymour Heights

Cypress Falls Park

Spanish Point Grey Beach

Kitsilano Beach

English Bay Beach

Second Beach

Third Beach

Deadman's Island

Siwash Rock

Prospect Point

Lighthouse Park

Whytecliff Park

Horseshoe Bay

Sandy Cove

Snug Cove

Gleneagles Golf Course

Capilano Golf & Country Club

Capilano Pacific Golf Course

Seymour Golf & Country Club

Burnaby Mountain Golf Course

Burnaby Lake Golf Course

Fraser Golf Course

Queen Elizabeth Park

Quilchena Park

Ambleside Park

Capilano Canyon Park

Lynn Canyon Park

Buntzen Lake Recreation Area

Indian Arm Provincial Park

Belcarra Regional Park

Burnaby Lake Regional Park

Central Park

Deer Lake

Burnaby Lake

Goldie Lake

Gopher Lake

Roll Lake

Kennedy Lake

Thetis Lake

Coldwell Beach

Silver Falls

Orchard Beach

Oklahoma Beach

Sunset Beach

Spanish Banks

Kitsilano Beach

Jericho Beach

Locarno Beach

Wreck Beach

Point Grey

Tsawwassen

Roberts Bank

Sturgeon Bank

Boundary Bay

Fraser River

Burrard Inlet

Indian Arm

Port Moody Arm

Howe Sound

Strait of Georgia

Pacific Ocean

Capilano River

Seymour River

Lynn Creek

Mosquito Creek

Hastings Creek

Brunette River

Coquitlam River

Pitt River

Pitt Lake

Alouette River

Alouette Lake

Stave Lake

Stave River

Ruskin Dam

Ruskin

Mission

Abbotsford

Langley

Surrey

Delta

New Westminster

Coquitlam

Port Coquitlam

Pitt Meadows

Maple Ridge

Richmond

Vancouver

Burnaby

North Vancouver

West Vancouver

Port Moody

Tsawwassen Indian Reserve

Musqueam Indian Reserve

Seymour Creek Indian Reserve

Capilano Indian Reserve

Mission Indian Reserve

Matsqui Indian Reserve

Sumas Indian Reserve

Langley Indian Reserve

Kwantlen Indian Reserve

Katzie Indian Reserve

Coquitlam Indian Reserve

Pitt River Indian Reserve

Scowlitz Indian Reserve

Seabird Island Indian Reserve

Chehalis Indian Reserve

Skwah Indian Reserve

Cheam Indian Reserve

Sumas Indian Reserve

Aldergrove

Fort Langley

Cloverdale

Whalley

Guildford

Newton

Scott Road

Bridgeview

Fraser Heights

Port Kells

Cloverdale

Aldergrove

Langley

Fort Langley

Abbotsford

Mission

Ruskin

Stave Lake

Stave River

Ruskin Dam

Alouette Lake

Alouette River

Pitt Lake

Pitt River

Coquitlam River

Brunette River

Fraser River

Burrard Inlet

Indian Arm

Port Moody Arm

Howe Sound

Strait of Georgia

Pacific Ocean

Capilano River

Seymour River

Lynn Creek

Mosquito Creek

Hastings Creek

Vancouver

Burnaby

North Vancouver

West Vancouver

Port Moody

Richmond

Surrey

Delta

New Westminster

Coquitlam

Port Coquitlam

Pitt Meadows

Maple Ridge

Langley

Abbotsford

Mission

Ruskin

Stave Lake

Stave River

Ruskin Dam

Alouette Lake

Alouette River

Pitt Lake

Pitt River

Coquitlam River

Brunette River

Fraser River

Burrard Inlet

Indian Arm

Port Moody Arm

Howe Sound

Strait of Georgia

Pacific Ocean

Capilano River

Seymour River

Lynn Creek

Mosquito Creek

Hastings Creek

GREATER VANCOUVER REGIONAL DISTRICT
DISTRICT RÉGIONAL DE L'AGGLOMÉRATION DE VANCOUVER

BRITISH COLUMBIA / COLOMBIE-BRITANNIQUE

FEDERAL PROPERTY — ON LAND — SUR TERRE — PROPRIÉTÉ FÉDÉRALE

— ON WATER — SUR L'EAU —

miles 1 0 1 2 3 miles

metres 1000 0 1000 2000 3000 4000 mètres

Public Works Canada / Travaux publics Canada

1983

THE NEEDLES
SUPPLY AREA
MOUNT ELSAY
MT ELSAY
SEYMOUR
MT SEYMOUR
PROVINCIAL PARK
NORTH VANCOUVER DISTRICT MUNICIPALITY
NORTH VANCOUVER CITY
GROUSE MNT
MT FROMME
GOAT MTN
DAM MTN
LITTLE GOAT MTN
Lynn Creek
Lynnmour
Maplewood
Dollarton
Cove Cliff
Deep Cove
Seymour Heights
Twin Islands
Belcarra
Woodhaven
Sasamat Lake
Iona Beach
Iona Island
Ioco
Govt Res
Oil Tanks
PORT MOODY CITY
PORT MOODY
CONSERVATION
COQUITLAM RESERVE
COQUITLAM DISTRICT MUNICIPALITY
Tp 40
Tp 9
Tp4 R6 W7
Tp4 R5 W
EAGLE MTN
Cypress L
Dennett Lake
Munro Lake
Addington Point
SHERIDAN HILL
PORT COQUITLAM CITY
PITT
ALOUETTE
CAPITOL HILL
BURNABY MOUNTAIN
BURNABY
DISTRICT MUNICIPALITY
Port Moody
Port Coquitlam
MUNICIPALITY
Burquitlam
Brunette
Maillardville
Lake City
Monday Lake
Provincial Mental Hospital
Essondale
Still Creek
Ardley Sand
Lochdale
North Burnaby
Capitol Hill
Golf Course
Reservoir
Oil Tanks
Radio & TV Towers
Highway
Creek
River
Lake
Slough
Dyke
Ditch
Canal
Railway
Block & No.
IR 2
IR 3
COQUITLAM IR 2
PORT COQUITLAM CITY MUNICIPALITY
16
109
50
49
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53
57
54
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12
106
107
28

ENGLISH BAY

VANCOUVER

ENDOWMENT LANDS

UNIVERSITY

UNIVERSITY ENDOWMENT LANDS

MUSQUEAM I.R. 2

Iona Island

CAPITOL HILL

BURNABY MOUNTAIN

BURNABY

DISTRICT MUNICIPALITY

PORT MOODY

CITY

Port Moody

MUNICIP

Matsqui

Sunbury

Annacis Island

Kennedy

Annieville

South Westminster

NEW WESTMINSTER

Queensborough

Lulu Island

Block 5N

Block 4N

Block 3N

Steveston

Woodwards Landing

Kirkland I.

Ladner

Tilbury Island

Tilbury

Sturgeon Bank

Middle Arm

North Arm

Fraser River

Georgia Strait

Boundary Road

Byrne Road

Brighouse

Strawberry Hill

Fraser Mills

Fraser River Jct.

Ardley

Still

Burquitlam

Coquitlam

Lake

Golf Course

Oil Tanks

Highway

Ferry

Pier

Wharf

Boat Launch

Park

Cemetery

Radio Towers

Gravel Pit

Dyke

Canadian Pacific

Great Northern

British Columbia Electric

National

Richmond Dist Mun

Delta Dist Mun

Burnaby Richmond Dist Mun

Fraser Dist Mun

DISTRICT

BURNABY MOUNTAIN

BURNABY

DISTRICT MUNICIPALITY

Port Moody

MUNICIPALITY

Port Coquitlam

COQUITLAM

PORT COQUITLAM CITY

PORT COQUITLAM CITY

SHERIDAN HILL

PITT

DISTRICT

Tp 9

NEW WESTMINSTER

Port Mann

Douglas Island

Port Hammond

NORTH ARM

CANADIAN PACIFIC

BURNABY DIST MUN

KINGSWOOD DIST MUN

FRASER MILLS DIST MUN

Boundary Road

Byrne Road

Eburne Junction

Block 5N Range 4W

Block 4N

ANNACIS ISLAND

Sunbury

Queensborough

Fraser River Jct

South Westminster

Annieville

Kennedy

Strawberry Hill

Newton

Surrey

Tp 6

Tp 4

RICHMOND DIST MUN

DELTA DIST MUN

Reach

TILBURY ISLAND

Grauer Rd

RIVER

ARNSTON ISLAND

Port Kells

Tynehead

Fraser Mills

Maillardville

Coquitlam IR 1

Coquitlam IR 2

Mary Hill

Esondale

Munday Lake

Capitol Hill

North Burnaby

Lochdale

Ardley

Still

Burquitlam

Fraser River

Douglas Island

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GEORGIA

STURGEON

BANK

ROBERTS

STRAIT OF

ISLAND

Block 5N
Block 4N
Block 3N

Steveston

Brighouse

Woodwards Landing

Woodward Island

WESTHAM ISLAND

Canoe Pass

Pam Gauchan

Cpihifukthan

TSAWWASSEN INDIAN RESERVE

Tsawwassen Landing

Tsawwassen Beach

English Bluff

Beach Grove

Boundary Bay

Maple Beach

Crescent Beach

Ocean Park

Sunbury

Annacis Island

Kennedy

Strawberry Hill

Newton

Ladner

Tilbury Island

Tilbury

Gravesend Reach

Woodward Reach

Kirkland Reach

Ladner Marsh

Gunn Island

Barnston Island

Williamson Island

Deas Slough

Crescent Slough

Mud Bay

Tp 6

Tp 4

Tp 5

Tp 3

FRASER RIVER

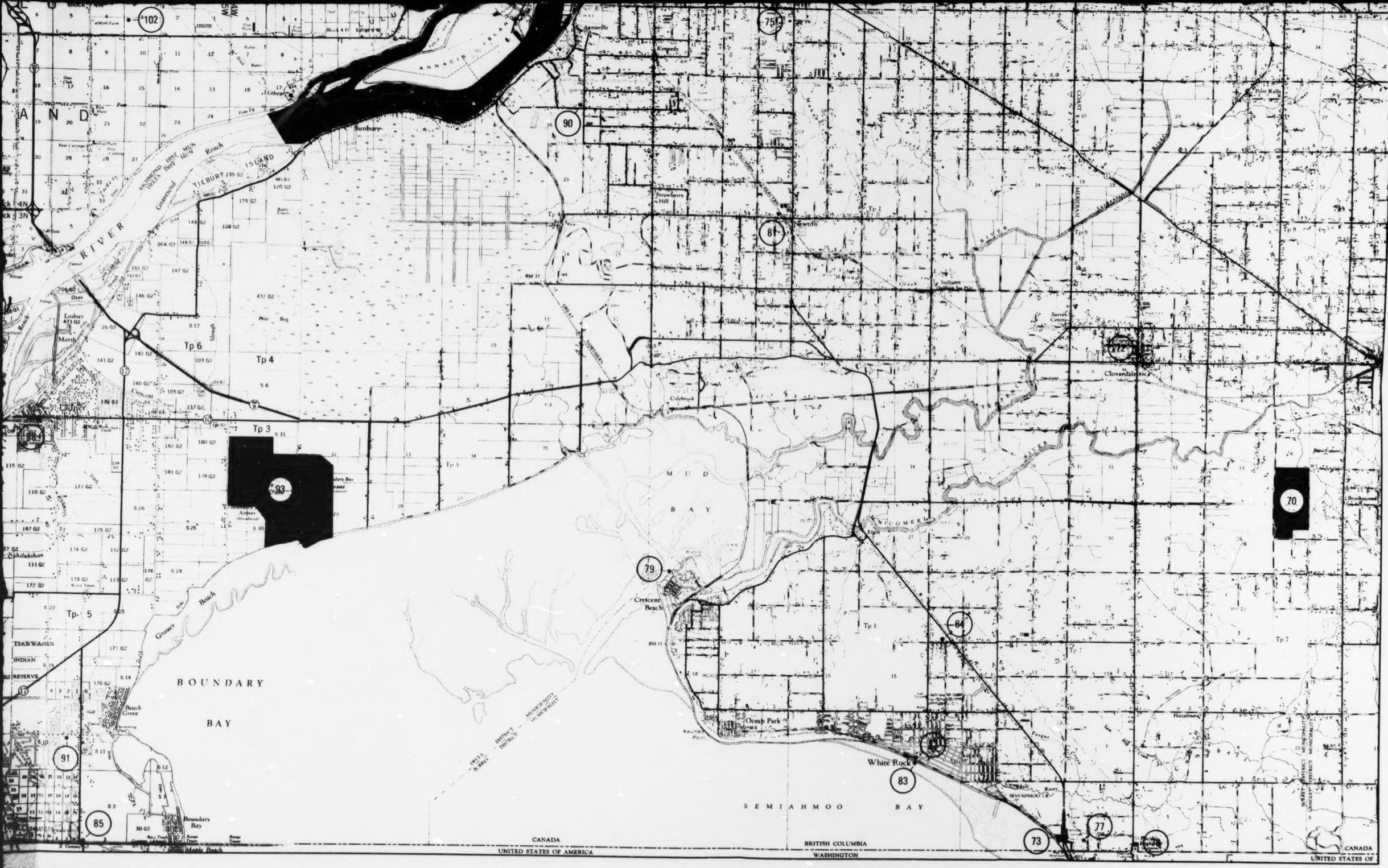
BOUNDARY BAY

DELTA DIST MUN

CANADA
UNITED STATES

BRITISH COLUMBIA
WASHINGTON

CANADA
UNITED STATES OF AMERICA


Sunbury
Annieville
Kennedy
Strawberry Hill
Newton
Surrey Centre
Cloverdale
Port Kells
Tilbury Island
Tilbury
Ladner
Marsh
Tp 6
Tp 4
Tp 3
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Tp 7
Crescent Beach
Ocean Park
White Rock
Hazelmere
Colebrook
Beach Grove
Boundary Bay
Maple Beach
TSAWWASSEN INDIAN RESERVE
BOUNDARY BAY
MUD BAY
SEMIAHMOO BAY
Fraser River
Coast Meridian
CANADA
UNITED STATES OF AMERICA
BRITISH COLUMBIA
WASHINGTON
CANADA
UNITED STATES OF

LEGEND OF FEDERAL PROPERTIES
LEGENDE DES PROPRIETES FEDERALES

GREATER VANCOUVER REGIONAL DISTRICT
DISTRICT REGIONAL DE L'AGGLOMERATION DE VANCOUVER

	Owner Designation and Title Propriétaire et titre		Address Adresse	Site Area (ha) Superficie (ha)
1.	CBC R-C	CBC Building Edifice de Radio-Canada	700 Hamilton Street 700, rue Hamilton	1.19
2.	CMHC SCHL	Granville Island Ile Granville	Granville Island Ile Granville	17.32
3.	PWC TPC	Former RCAF Station Ancienne base aérienne des forces canadiennes	Vanier Park Parc Vanier	16.89
4.	PWC TPC	Block 15 Ilot 15	Bounded by Hastings, Howe, Cordova and Granville Streets Délimité par les rues Hastings, Howe, Cordova et Granville	0.63
5.	CPC SCP	Postal Station D Succursale postale D	8th Avenue and Pine Street Angle de la 8e avenue et de la rue Pine	0.22
6.	PWC TPC	Alvin Building Edifice Alvin	1155 Robson Street 1155, rue Robson	0.02
7.	CPC SCP	General Post Office Bureau de poste principal	349 West Georgia Street 349, rue Georgia ouest	1.21
8.	PWC TPC	Customs House Poste de douane	1001 West Pender Street 1001, rue Pender ouest	0.22
9.	PWC TPC	Block 56 Ilot 56	Bounded by Georgia and Homer Streets Délimité par les rues Georgia et Homer	1.21
10.	CPC SCP	Service Garage Garage de services	150 Smythe Street 150, rue Smythe	0.33
11.	DFO-SCH MPO-PPB	False Creek Fisherman's Terminal Quai de pêcheurs de False Creek	False Creek False Creek	13.84
12.	PWC TPC	Standards Building Edifice Standards	3625 Lougheed Highway 3625, route Lougheed	0.46
13.	CPC SCP	Postal Station F Succursale postale F	2160 Commercial Drive 2160, promenade Commercial	0.27
14.	PWC TPC	Dominion Agriculture Building Edifice fédéral: Agriculture	Main Street rue Main	0.06
15.	PWC TPC	Harry Stevens Building Edifice Harry Stevens	125 East 10th Avenue 125, 10e avenue est	0.31
16.	Ports Canada	Wharf site Quai	Now part of Ports Canada Fait maintenant partie de Ports Canada	4.35
17.	CPC SCP	Postal Station O Succursale postale O	5960 Fraser Street 5960, rue Fraser	0.07
18.	RCMP GRC	Officer's Married Quarters Résidence familiale	809 33rd Avenue West 809, 33e avenue ouest	0.08
19.	RCMP GRC	Subdivision Headquarters Quartier général de la sous-division	4949 Heather Street 4949, rue Heather	5.93
20.	RCMP GRC	Division Headquarters Quartier général de la division	655 West 37th Avenue 655, 37e avenue ouest	2.48
21.	PWC TPC	Postal Station E Succursale postale E	2128 West 41st Avenue 2128, 41e avenue ouest	0.06
22.	PWC TPC	Postal Station L Succursale postale L	Hudson and Marine Drive Angle de la rue Hudson et promenade Marine	0.17
23.	DND MDN	Stanley Park Parc Stanley	Vancouver Vancouver	384.65
24.	DND MDN	Seaforth Armoury Manège militaire Seafuith	1650 Burrard Street 1650, rue Burrard	1.62
25.	DND MDN	Beatty Street Armoury Manège militaire de la rue Beatty	620 Beatty Street 620, rue Beatty	0.22
26.	DND MDN	Bessborough Armoury Manège militaire Bessborough	2025 West 11th Avenue 2025, 11e avenue ouest	0.38
27.	DND MDN	HMCS Discovery HMCS Discovery	Deadmans' Island Ile Deadmans	3.52
28.	DND MDN	Canadian Forces Exhibit Centre d'exposition de l'Armée canadienne	Pacific National Exhibition Grounds Terrains de l'Exposition nationale Pacific	0.07
29.	DND MDN	Pacific Region Head Office Quartier général de la Région du Pacifique	4050 West 9th Avenue 4050, 9e avenue ouest	82.718
30.	CMHC SCHL	Broadway Apartments Appartements Broadway	Scattered sites Dispersés à travers la ville	2.47
31.	CMHC SCHL	Vancouver Terraces Terrasses Vancouver	Scattered sites Dispersés à travers la ville	1.91
32.	AGR AGR	Vancouver Research Station Centre de recherches de Vancouver	6660 Marine Drive 6660, promenade Marine	4.50
33.	DPO MPO	Technological Research Lab. Laboratoire de recherches technologiques	6640 Marine Drive 6640, promenade Marine	1.62
34.	EC	Forest Products Lab.		

40.	TC TC	Wharf Site, Horseshoe Bay Quai, Baie Horseshoe	West Vancouver	0.81
41.	TC TC	Navigation Light, Point Atkinson Feu de navigation, Pointe Atkinson	West Vancouver	74.90
42.	DPO MPO	Marina and Wharf, Mount Gardiner Park Port de plaisance et quai, Parc Mount Gardiner	Bowen Island Ile Bowen	1.89
43.	TC TC	Marina and Wharf Port de plaisance et quai	Snug Cove, Bowen Island Anse Snug, Ile Bowen	0.13
44.	DFO MPO	Salmon Hatchery Pisciculture pour saumons	4500 Capilano Park Road, North Vancouver 4500, route Capilano Park, North Vancouver	1.21
45.	CBC R-C	TV and FM Transmitter Emetteur pour TV et Radio FM	Mount Seymour, North Vancouver Mount Seymour, North Vancouver	1.58
46.	CPC SCP	Canada Post Building Immeuble de Postes Canada	101 East 1st Avenue, North Vancouver 101, 1ère avenue est, North Vancouver	0.08
47.	RCMP GRC	Explosive storage Entrepôts pour explosifs	Mount Seymour, North Vancouver Mount Seymour, North Vancouver	0.06
48.	DND MDN	Armoury Manège militaire	1513 Forbes Avenue, North Vancouver 1513, avenue Forbes, North Vancouver	0.68
49.	CMHC SCHL	Blair Rifle Range Champ de tir Blair	Mount Seymour Parkway, North Vancouver Promenade Mount Seymour, North Vancouver	0.64
50.	EC EC	Vacant Land Terrain vacant	Admiralty Point, Port Coquitlam Pointe Admiralty, Port Coquitlam	76.89
51.	CPC SCP	Letter Carrier Depot Poste de facteurs	820 Roderick Avenue, Coquitlam 820, avenue Roderick, Coquitlam	0.24
52.	CPC SCP	Post Office site Emplacement pour un bureau de poste	Golden Avenue, Coquitlam Avenue Golden, Coquitlam	9.10
53.	RCMP GRC	Radio Site Emplacement d'une radio	Harper Road, Coquitlam Chemin Harper, Coquitlam	0.01
54.	CPC SCP	Postal Station Succursale postale	Clarke and Mary Streets, Port Moody Rues Clarke et Mary, Port Moody	0.16
55.	CPC SCP	Canada Post Building Immeuble de Postes Canada	2248 McAllister Street, Port Coquitlam 2248, rue McAllister, Port Coquitlam	0.17
56.	CPC SCP	Post Office Bureau de poste	1561 Salisbury Avenue, Port Coquitlam 1561, avenue Salisbury, Port Coquitlam	0.24
57.	EC EC	Vacant land Terrain vacant	Barnet Highway, Burnaby Route Barnet, Burnaby	35.29
58.	PWC TPC	George Derby Lands Terrains George Derby	Burnaby	67.14
59.	CPC SCP	Post Office Bureau de poste	6025 Sussex Drive, South Burnaby 6025, promenade Sussex, South Burnaby	0.25
60.	RCMP GRC	Officer's Married Quarters Résidence familiale	6643 Northlawn Drive, Burnaby 6643, promenade Northlawn, Burnaby	0.73
61.	CBC R-C	Warehouse Entrepôt	6555 Douglas Road, Burnaby 6555, chemin Douglas, Burnaby	1.62
62.	DFO MPO	Warehouse and Marine Station Entrepôt et station maritime	Foot of 18th and 20th Street, New Westminster Au début de la 18e et 20e rue, New Westminster	8.90
64.	PWC TPC	Pacific 101 Building Edifice Pacific 101	632 Canarvon Street, New Westminster 632, rue Canarvon, New Westminster	0.05
65.	PWC TPC	Government of Canada Building Immeuble fédéral	549 Columbia Street, New Westminster 549, rue Columbia, New Westminster	0.26
66.	CSC SCC	B.C. Penitentiary Centre de détention de la Colombie-Britannique	Columbia Street, New Westminster Rue Colombia, New Westminster	27.93
67.	DND MDN	Proposed Armoury Site Emplacement proposé pour un manège militaire	8th Avenue and McBride Avenue, New Westminster 8e avenue et avenue McBride, New Westminster	3.68
68.	DND MDN	New Westminster Armoury Manège militaire de New Westminster	6th Street and Queen Street, New Westminster Rues Queen et 6ième, New Westminster	0.35
69.	CMHC SCHL	Glenview Apartments Appartements Glenview	McBride Avenue, New Westminster Avenue McBride, New Westminster	6.38
70.	COM MDC	Langley District Office Bureau du District de Langley	Surrey	121.41
71.	EC EC	Green Timbers Workshop Ateliers de traitement du bois vert	Surrey	3.08
72.	CPC SCP	Postal Station A Succursale postale A	17630 5th Avenue, Surrey 17630, 5e avenue, Surrey	0.16
73.	PWC TPC	Customs and Immigration Bldg. Edifice des douanes et de l'immigration	RR#2 Douglas, King George Hwy, Surrey RR nº 2 - Douglas, route King George, Surrey	4.75
	CPC	Canada Post Building		

82.	PWC TPC	Government of Immeuble fédé	
83.	DPO MPO	Wharf and Wa Port de plai	
84.	CPC SCP	Mail Process Centre de tra	
85.	RC-C&E RC-D&A	Customs Post Poste des do	
86.	EC EC	Alaksen Natio Réserve natio	
87.	EC EC	George C. Rei Sanctuaire d'	
88.	CPC SCP	Canada Post Immeuble de P	
90.	CPC SCP	Letter Carri Poste de fact	
91.	CPC SCP	Postal Termin Terminus post	
92.	TC TC	Tacan site Emplacement T	
93.	TC TC	Boundary Bay Aéroport de	
94.	TC TC	Coast Guard R Récepteur rad	
95.	CBC R-C	CBU Radio Tran Emetteur radio	
96	DPO-SCH MPO-PPB	Fishing Boat H Port pour bate	
97.	EC EC	Sturgeon banks Réserve nation	
98.	TC TC	Jetty Site - R Jetée et droit	
99.	TC TC	Vancouver Inte Aéroport inter	
100.	TC TC	Vancouver Midd Radioborne int	
101.	TC TC	Radio Beacon a Radiophare d'ai	
102.	TC TC	Back Beam Mark Radioborne ali	
103.	TC TC	Marine Transmi Emetteur marit	
104.	TC TC	Wharf Site Quai	
105.	DND MDN	Transmitter Emetteur	
106.	MHW SBSC	Laboratory Site Laboratoire	
107.	RCMP GRC	Freeway Patrol Poste de patro	
108.	PWC TPC	Stores Yard Cour à matéria	
109.	MHB CPH	MHB Land Terrains de la	
110.	FBC CHPFP	Fraser Harbour Terrains de la	

LEGEND OF FEDERAL PROPERTIES
LEGENDE DES PROPRIETES FEDERALES

GREATER VANCOUVER REGIONAL DISTRICT
DISTRICT REGIONAL DE L'AGGLOMERATION DE VANCOUVER

				Site Area (ha) Superficie (ha)
				1.19
				17.32
				16.69
				0.63
				0.22
				0.02
				1.21
				0.22
				1.21
				0.33
				13.84
				0.46
				0.27
				0.06
				0.31
				4.35
				0.07
				0.08
				5.93
				2.48
				0.05
				0.17
				384.45
				1.62
				0.22
				0.38
				3.52
				0.07
				82.718
				2.47
				1.91
				4.50
				1.62
				2.23
				7.32
				58.88

40.	TC TC	Wharf Site, Horeshoe Bay Quai, Baie Horeshoe	West Vancouver	0.81
41.	TC TC	Navigation Light, Point Atkinson Feu de navigation, Pointe Atkinson	West Vancouver	74.90
42.	DPO MPO	Marina and Wharf, Mount Gardiner Park Port de plaisance et quai, Parc Mount Gardiner	Bowen Island Ile Bowen	1.89
43.	TC TC	Marina and Wharf Port de plaisance et quai	Snug Cove, Bowen Island Anse Snug, Ile Bowen	0.13
44.	DPO MPO	Salmon Hatchery Pisciculture pour saumons	4500 Capilano Park Road, North Vancouver 4500, route Capilano Park, North Vancouver	1.21
45.	CBC R-C	TV and FM Transmitter Emetteur pour TV et Radio FM	Mount Seymour, North Vancouver Mount Seymour, North Vancouver	1.58
46.	CPC SCP	Canada Post Building Immeuble de Postes Canada	101 East 1st Avenue, North Vancouver 101, 1ère avenue est, North Vancouver	0.08
47.	RCMP GRC	Explosive storage Entrepôts pour explosifs	Mount Seymour, North Vancouver Mount Seymour, North Vancouver	0.06
48.	DND MDN	Armoury Manège militaire	1513 Forbes Avenue, North Vancouver 1513, avenue Forbes, North Vancouver	0.68
49.	CMHC SCHL	Blair Rifle Range Champ de tir Blair	Mount Seymour Parkway, North Vancouver Promenade Mount Seymour, North Vancouver	0.64
50.	EC EC	Vacant Land Terrain vacant	Admiralty Point, Port Coquitlam Pointe Admiralty, Port Coquitlam	76.89
51.	CPC SCP	Letter Carrier Depot Poste de facteurs	820 Roderick Avenue, Coquitlam 820, avenue Roderick, Coquitlam	0.24
52.	CPC SCP	Post Office site Emplacement pour un bureau de poste	Golden Avenue, Coquitlam Avenue Golden, Coquitlam	9.10
53.	RCMP GRC	Radio Site Emplacement d'une radio	Harper Road, Coquitlam Chemin Harper, Coquitlam	0.01
54.	CPC SCP	Postal Station Succursale postale	Clarke and Mary Streets, Port Moody Rues Clarke et Mary, Port Moody	0.16
55.	CPC SCP	Canada Post Building Immeuble de Postes Canada	2248 McAllister Street, Port Coquitlam 2248, rue McAllister, Port Coquitlam	0.17
56.	CPC SCP	Post Office Bureau de poste	1561 Salisbury Avenue, Port Coquitlam 1561, avenue Salisbury, Port Coquitlam	0.24
57.	EC EC	Vacant land Terrain vacant	Barnet Highway, Burnaby Route Barnet, Burnaby	35.29
58.	PWC TPC	George Derby Lands Terrains George Derby	Burnaby	67.14
59.	CPC SCP	Post Office Bureau de poste	6025 Sussex Drive, South Burnaby 6025, promenade Sussex, South Burnaby	0.25
60.	RCMP GRC	Officer's Married Quarters Résidence familiale	4663 Northlawn Drive, Burnaby 4663, promenade Northlawn, Burnaby	0.73
61.	CBC R-C	Warehouse Entrepôt	6555 Douglas Road, Burnaby 6555, chemin Douglas, Burnaby	1.62
62.	DPO MPO	Warehouse and Marine Station Entrepôt et station maritime	Foot of 18th and 20th Street, New Westminster Au début de la 18e et 20e rue, New Westminster	8.90
64.	PWC TPC	Pacific 101 Building Edifice Pacific 101	632 Canarvon Street, New Westminster 632, rue Canarvon, New Westminster	0.05
65.	PWC TPC	Government of Canada Building Immeuble fédéral	549 Columbia Street, New Westminster 549, rue Columbia, New Westminster	0.26
66.	CSC SCC	B.C. Penitentiary Centre de détention de la Colombie-Britannique	Columbia Street, New Westminster Rue Colombia, New Westminster	27.93
67.	DND MDN	Proposed Armoury Site Emplacement proposé pour un manège militaire	8th Avenue and McBride Avenue, New Westminster 8e avenue et avenue McBride, New Westminster	3.48
68.	DND MDN	New Westminster Armoury Manège militaire de New Westminster	6th Street and Queen Street, New Westminster Rues Queen et 6ième, New Westminster	0.35
69.	CMHC SCHL	Glenview Apartments Appartements Glenview	McBride Avenue, New Westminster Avenue McBride, New Westminster	6.38
70.	CON MDC	Langley District Office Bureau du District de Langley	Surrey	121.41
71.	EC EC	Green Timbers Workshop Ateliers de traitement du bois vert	Surrey	3.08
72.	CPC SCP	Postal Station A Succursale postale A	17630 5th Avenue, Surrey 17630, 5e avenue, Surrey	0.16
73.	PWC TPC	Customs and Immigration Bldg. Edifice des douanes et de l'immigration	RR#2 Douglas, King George Hwy, Surrey RR nº 2 - Douglas, route King George, Surrey	9.75
74.	CPC SCP	Canada Post Building Immeuble de Postes Canada	10688 King George Hwy, Surrey 10688, route King George, Surrey	0.56
75.	PWC TPC	Taxation Data Centre Centre des données fiscales	9755 King George Hwy 9755, route King George	6.24
76.	PWC TPC	New Westminster Railway Bridge Pont ferroviaire de New Westminster	Between Surrey and New Westminster Entre Surrey et New Westminster	0.30
77.	TC	White Rock Non-directional Beacon Site	75 - 17ith Street, Surrey	0.44

82.	PWC TPC	Government of Canada Building Immeuble fédéral	15047 Marine Drive, White Rock 15047, promenade Marine, White Rock	0.04
83.	DPO MPO	Wharf and Marina Port de plaisance et quai	White Rock	1.66
84.	CPC SCP	Mail Processing Plant Centre de traitement du courrier	15415 24th Avenue, White Rock 15415, 24e avenue, White Rock	0.55
85.	RC-C&E RC-D&A	Customs Post Poste des douanes	Point Roberts, Delta Pointe Roberts, Delta	0.40
86.	EC EC	Alaksen National Wildlife Area Réserve nationale de la faune d'Alaksen	5421 Robertson Road, Delta 5421, chemin Robertson, Delta	288.38
87.	EC EC	George C. Reifel Migratory Bird Sanctuary Sanctuaire d'oiseaux migrateurs George C. Reifel	Reifel Island, Delta Ile Reifel, Delta	39.7
88.	CPC SCP	Canada Post Building Immeuble de Postes Canada	5010 48th Street, Ladner 5010, 48e rue, Ladner	0.12
90.	CPC SCP	Letter Carrier Depot Poste de facteurs	84th Avenue, North Delta 84e avenue, North Delta	0.27
91.	CPC SCP	Postal Terminal Terminus postal	5432 12th Avenue, Delta 5432, 12e avenue, Delta	0.26
92.	TC TC	Tacan site Emplacement Tacan	Westham Island, Delta Ile Westham, Delta	0.09
93.	TC TC	Boundary Bay Airport Aéroport de la Baie Boundary	Boundary Bay, Delta Baie Boundary, Delta	497.78
94.	TC TC	Coast Guard Radio Receiver Récepteur radio de la garde côtière canadienne	Near Westham Island, Delta Près de l'Ile Westham, Delta	17.66
95.	CBC R-C	CBU Radio Transmitter Emetteur radio CBU	Lulu Island Ile Lulu	17.8
96	DFO-SCH MPO-PPB	Fishing Boat Harbours Port pour bateaux de pêche	Steveston	6.34
97.	EC EC	Sturgeon Banks National Wildlife Area Réserve nationale de la faune de Sturgeon Banks	Near Steveston, Richmond Près de Steveston, Richmond	127.07
98.	TC TC	Jetty Site - Right-of-way Jetée et droit de passage	Steveston, Richmond Steveston, Richmond	82.88
99.	TC TC	Vancouver International Airport Aéroport international de Vancouver	Sea Island Ile Sea	1480.0
100.	TC TC	Vancouver Middle Marker Radioborne intermédiaire de Vancouver	Near Dinsmore Island Près de l'Ile Dinsmore	0.08
101.	TC TC	Radio Beacon site Radiophare d'alignement de piste	Blaine Highway and Odlin Road Route Blaine et chemin Odlin	14.69
102.	TC TC	Back Beam Marker Radioborne alignement arrière	Lulu Island, Richmond Ile Lulu, Richmond	0.45
103.	TC TC	Marine Transmitter Emetteur maritime	On New Westminster Hwy, Richmond Sur la route New Westminster, Richmond	51.40
104.	TC TC	Wharf Site Quai	Richmond	95.51
105.	DND MDN	Transmitter Emetteur	Road F6 and New Westminster Hwy Angle des routes F6 et New Westminster	66.62
106.	MHW SBSC	Laboratory Site Laboratoire	Willingdon Green Park, Burnaby Parc Willingdon Green, Burnaby	0.81
107.	RCMP GRC	Freeway Patrol Site Poste de patrouille routière	Cariboo Road and Stormont Ave. Chemin Cariboo et avenue Stormont	0.37
108.	PWC TPC	Stores Yard Cour à matériaux	Annacis Island, Delta Ile Annacis, Delta	2.45
109.	NHB CPH	NHB Land Terrains de la CPH	Burrard Inlet	
110.	FRC CNPFF	Fraser Harbour Commission Land Terrains de la Commission des ports de la rivière Fraser	Fraser River Rivière Fraser	

	SCP	Bureau de poste principal			
8.	PWC TPC	Customs House Poste de douane	1001 West Pender Street 1001, rue Pender ouest	0.22	
9.	PWC TPC	Block 56 Ilot 56	Bounded by Georgia and Homer Streets Délimité par les rues Georgia et Homer	1.21	
10.	CPC SCP	Service Garage Garage de services	150 Smythe Street 150, rue Smythe	0.33	
11.	DFO-SCH MPO-PPB	False Creek Fisherman's Terminal Quai de pêcheurs de False Creek	False Creek False Creek	13.84	
12.	PWC TPC	Standards Building Edifice Standards	3625 Lougheed Highway 3625, route Lougheed	0.46	
13.	CPC SCP	Postal Station F Succursale postale F	2160 Commercial Drive 2160, promenade Commercial	0.27	
14.	PWC TPC	Dominion Agriculture Building Edifice fédéral: Agriculture	Main Street rue Main	0.06	
15.	PWC TPC	Harry Stevens Building Edifice Harry Stevens	125 East 10th Avenue 125, 10e avenue est	0.31	
16.	Ports Canada	Wharf site Quai	Now part of Ports Canada Fait maintenant partie de Ports Canada	4.35	
17.	CPC SCP	Postal Station O Succursale postale O	5960 Fraser Street 5960, rue Fraser	0.07	
18.	RCMP GRC	Officer's Married Quarters Résidence familiale	809 33rd Avenue West 809, 33e avenue ouest	0.08	
19.	RCMP GRC	Subdivision Headquarters Quartier général de la sous-division	4949 Heather Street 4949, rue Heather	5.93	
20.	RCMP GRC	Division Headquarters Quartier général de la division	655 West 37th Avenue 655, 37e avenue ouest	2.48	
21.	PWC TPC	Postal Station E Succursale postale E	2128 West 41st Avenue 2128, 41e avenue ouest	0.06	
22.	PWC TPC	Postal Station L Succursale postale L	Hudson and Marine Drive Angle de la rue Hudson et promenade Marine	0.17	
23.	DND MDN	Stanley Park Parc Stanley	Vancouver Vancouver	384.45	
24.	DND MDN	Seaforth Armoury Manège militaire Seaforth	1650 Burrard Street 1650, rue Burrard	1.62	
25.	DND MDN	Beatty Street Armoury Manège militaire de la rue Beatty	620 Beatty Street 620, rue Beatty	0.22	
26.	DND MDN	Beaseborough Armoury Manège militaire Beaseborough	2025 West 11th Avenue 2025, 11e avenue ouest	0.38	
27.	DND MDN	HMCS Discovery HMCS Discovery	Deadmans' Island Ile Deadmans	3.52	
28.	DND MDN	Canadian Forces Exhibit Centre d'exposition de l'Armée canadienne	Pacific National Exhibition Grounds Terrains de l'Exposition nationale Pacific	0.07	
29.	DND MDN	Pacific Region Head Office Quartier général de la Région du Pacifique	4050 West 9th Avenue 4050, 9e avenue ouest	82.718	
30.	CMHC SCHL	Broadway Apartments Appartements Broadway	Scattered sites Dispersés à travers la ville	2.47	
31.	CMHC SCHL	Vancouver Terraces Terrasses Vancouver	Scattered sites Dispersés à travers la ville	1.91	
32.	AGR AGR	Vancouver Research Station Centre de recherches de Vancouver	6660 Marine Drive 6660, promenade Marine	4.50	
33.	DFO MPO	Technological Research Lab. Laboratoire de recherches technologiques	6640 Marine Drive 6640, promenade Marine	1.62	
34.	EC EC	Forest Products Lab. Laboratoire de recherches forestières	Marine Drive, UBC Promenade Marine, Univ. de la Colombie-Britannique	2.23	
35.	TC TC	Breakwater Brise-lames	Below Southwest Marine Drive Au-dessous de la promenade Marine Sud-ouest	7.32	
36.	DFO MPO	Research Lab. site Laboratoire de recherches	4160 Marine Drive, West Vancouver 4160, promenade Marine, West Vancouver	58.88	
37.	DFO MPO	Pt. of Research Lab. site Section du laboratoire de recherches	Marine Drive, West Vancouver Promenade Marine, West Vancouver	1.82	
38.	CPC SCP	Postal Station W Succursale postal W	225 17th Street, West Vancouver 225, 17e rue, West Vancouver	0.17	
39.	DFO MPO	Wharf Site, Caulfield Cove Quai, Caulfield Cove	West Vancouver	0.09	
47.	RCMP GRC	Explosive storage Entrepôts pour explosifs	101, 1ère avenue est, North Vancouver	0.08	
48.	DND MDN	Armoury Manège militaire	Mount Seymour, North Vancouver Mount Seymour, North Vancouver	0.06	
49.	CMHC SCHL	Blair Rifle Range Champ de tir Blair	1513 Forbes Avenue, North Vancouver 1513, avenue Forbes, North Vancouver	0.48	
50.	EC EC	Vacant Land Terrain vacant	Mount Seymour Parkway, North Vancouver Promenade Mount Seymour, North Vancouver	0.64	
51.	CPC SCP	Letter Carrier Depot Poste de facteurs	Admiralty Point, Port Coquitlam Pointe Admiralty, Port Coquitlam	76.89	
52.	CPC SCP	Post Office site Emplacement pour un bureau de poste	820 Roderick Avenue, Coquitlam 820, avenue Roderick, Coquitlam	0.24	
53.	RCMP GRC	Radio Site Emplacement d'une radio	Golden Avenue, Coquitlam Avenue Golden, Coquitlam	9.10	
54.	CPC SCP	Postal Station Succursale postale	Harper Road, Coquitlam Chemin Harper, Coquitlam	0.01	
55.	CPC SCP	Canada Post Building Immeuble de Postes Canada	Clarke and Mary Streets, Port Moody Rues Clarke et Mary, Port Moody	0.16	
56.	CPC SCP	Post Office Bureau de poste	2248 McAllister Street, Port Coquitlam 2248, rue McAllister, Port Coquitlam	0.17	
57.	EC EC	Vacant land Terrain vacant	1561 Salisbury Avenue, Port Coquitlam 1561, avenue Salisbury, Port Coquitlam	0.24	
58.	PWC TPC	George Derby Lands Terrains George Derby	Barnet Highway, Burnaby Route Barnet, Burnaby	35.29	
59.	CPC SCP	Post Office Bureau de poste	Burnaby	67.14	
60.	RCMP GRC	Officer's Married Quarters Résidence familiale	6025 Sussex Drive, South Burnaby 6025, promenade Sussex, South Burnaby	0.25	
61.	CBC R-C	Warehouse Entrepôt	4643 Northlawn Drive, Burnaby 4643, promenade Northlawn, Burnaby	0.73	
62.	DFO MPO	Warehouse and Marine Station Entrepôt et station maritime	6555 Douglas Road, Burnaby 6555, chemin Douglas, Burnaby	1.62	
64.	PWC TPC	Pacific 101 Building Edifice Pacific 101	Foot of 18th and 20th Street, New Westminster Au début de la 18e et 20e rue, New Westminster	8.90	
65.	PWC TPC	Government of Canada Building Immeuble fédéral	632 Canarvon Street, New Westminster 632, rue Canarvon, New Westminster	0.05	
66.	CSC SCC	B.C. Penitentiary Centre de détention de la Colombie-Britannique	549 Columbia Street, New Westminster 549, rue Columbia, New Westminster	0.26	
67.	DND MDN	Proposed Armoury Site Emplacement proposé pour un manège militaire	Columbia Street, New Westminster Rue Colombia, New Westminster	27.93	
68.	DND MDN	New Westminster Armoury Manège militaire de New Westminster	8th Avenue and McBride Avenue, New Westminster 8e avenue et avenue McBride, New Westminster	3.48	
69.	CMHC SCHL	Glenview Apartments Appartements Glenview	6th Street and Queen Street, New Westminster Rues Queen et 6ième, New Westminster	0.35	
70.	COM MDC	Langley District Office Bureau du District de Langley	McBride Avenue, New Westminster Avenue McBride, New Westminster	6.38	
71.	EC EC	Green Timbers Workshop Ateliers de traitement du bois vert	Surrey	121.41	
72.	CPC SCP	Postal Station A Succursale postale A	Surrey	3.08	
73.	PWC TPC	Customs and Immigration Bldg. Edifice des douanes et de l'immigration	17630 5th Avenue, Surrey 17630, 5e avenue, Surrey	0.16	
74.	CPC SCP	Canada Post Building Immeuble de Postes Canada	RR#2 Douglas, King George Hwy, Surrey RR nº 2 - Douglas, route King George, Surrey	9.75	
75.	PWC TPC	Taxation Data Centre Centre des données fiscales	10688 King George Hwy, Surrey 10688, route King George, Surrey	0.56	
76.	PWC TPC	New Westminster Railway Bridge Pont ferroviaire de New Westminster	9755 King George Hwy 9755, route King George	6.24	
77.	TC TC	White Rock Non-directional Beacon Site Phare non directionel de White Rock	Between Surrey and New Westminster Entre Surrey et New Westminster	0.30	
78.	PWC TPC	Customs and Immigration Douanes et Immigration	75 - 171th Street, Surrey 75, 171e rue, Surrey	0.44	
79.	DFO MPO	Wharf and Marina, Crescent Beach Park Port de plaisance et quai, Parc de Crescent Beach	28 - 176th Street, Surrey 28, 176e rue, Surrey	2.26	
81.	CPC SCP	Letter Carrier Depot Poste de facteurs	Boundary Bay Baie Boundary	0.02	
			13427 Combor Way, Newton, Surrey 13427, route Combor, Newton, Surrey	0.34	
88.	CPC SCP	Canada Post Immeuble de			
90.	CPC SCP	Letter Carrie Poste de fact			
91.	CPC SCP	Postal Termin Terminus post			
92.	TC TC	Tacan site Emplacement Ta			
93.	TC TC	Boundary Bay A Aéroport de la			
94.	TC TC	Coast Guard Ra Récepteur radio			
95.	CBC R-C	CBU Radio Trans Emetteur radio			
96	DFO-SCH MPO-PPB	Fishing Boat Ha Port pour batea			
97.	EC EC	Sturgeon Banks Réserve nationa			
98.	TC TC	Jetty Site - Bi Jetée et droit			
99.	TC TC	Vancouver Inter Aéroport intern			
100.	TC TC	Vancouver Middl Radioborne inte			
101.	TC TC	Radio Beacon si Radiophare d'al			
102.	TC TC	Back Beam Marke Radioborne alig			
103.	TC TC	Marine Transmit Emetteur maritim			
104.	TC TC	Wharf Site Quai			
105.	DND MDN	Transmitter Emetteur			
106.	MHW SBSC	Laboratory Site Laboratoire			
107.	RCMP GRC	Freeway Patrol S Poste de patrou			
108.	PWC TPC	Stores Yard Cour à matériaux			
109.	NHB CPH	NHB Land Terrains de la C			
110.	FHC CNPFF	Fraser Harbour C Terrains de la C			

		son Street m Robson		0.02
		Georgia Street Georgia ouest		1.21
		t Pender Street Pender ouest		0.22
		y Georgia and Homer Streets par les rues Georgia et Homer		1.21
		he Street Smythe		0.33
		reek reek		13.84
		ghead Highway ute Lougheed		0.46
		mercial Drive menade Commercial		0.27
		reet		0.06
		10th Avenue avenue est		0.31
		of Ports Canada ntenant partie de Ports Canada		4.35
		uer Street e Fraser		0.07
		Avenue West avenue ouest		0.08
		her Street e Heather		5.93
		37th Avenue avenue ouest		2.48
		41st Avenue avenue ouest		0.06
		nd Marine Drive la rue Hudson et promenade Marine		0.17
				384.45
		rard Street Burrard		1.62
		y Street Beatty		0.22
		11th Avenue avenue ouest		0.38
		Island anz		3.52
		National Exhibition Grounds de l'Exposition nationale Pacific		0.07
		9th Avenue avenue ouest		82.718
		sites à travers la ville		2.47
		sites à travers la ville		1.91
		ine Drive menade Marine		4.50
		ne Drive menade Marine		1.62
		ive, UBC Marine, Univ. de la Colombie-Britannique		2.23
		thwest Marine Drive de la promenade Marine Sud-ouest		7.32
		Drive, West Vancouver menade Marine, West Vancouver		58.88
		ive, West Vancouver Marine, West Vancouver		1.82
		Street, West Vancouver ue, West Vancouver		0.17
		uver		0.09

		R-C	Emetteur pour TV et Radio FM	
46.	CPC SCP	Canada Post Building Immeuble de Postes Canada		
47.	RCMP GRC	Explosive storage Entrepôts pour explosifs		
48.	DND MDN	Armoury Manège militaire		
49.	CMHC SCHL	Blair Rifle Range Champ de tir Blair		
50.	EC EC	Vacant Land Terrain vacant		
51.	CPC SCP	Letter Carrier Depot Poste de facteurs		
52.	CPC SCP	Post Office site Emplacement pour un bureau de poste		
53.	RCMP GRC	Radio Site Emplacement d'une radio		
54.	CPC SCP	Postal Station Succursale postale		
55.	CPC SCP	Canada Post Building Immeuble de Postes Canada		
56.	CPC SCP	Post Office Bureau de poste		
57.	EC EC	Vacant land Terrain vacant		
58.	PWC TPC	George Derby Lands Terrains George Derby		
59.	CPC SCP	Post Office Bureau de poste		
60.	RCMP GRC	Officer's Married Quarters Résidence familiale		
61.	CBC R-C	Warehouse Entrepôt		
62.	DFO MPO	Warehouse and Marine Station Entrepôt et station maritime		
64.	PWC TPC	Pacific 101 Building Edifice Pacific 101		
65.	PWC TPC	Government of Canada Building Immeuble fédéral		
66.	CSC SCC	B.C. Penitentiary Centre de détention de la Colombie-Britannique		
67.	DND MDN	Proposed Armoury Site Emplacement proposé pour un manège militaire		
68.	DND MDN	New Westminster Armoury Manège militaire de New Westminster		
69.	CMHC SCHL	Glenview Apartments Appartements Glenview		
70.	COM MDC	Langley District Office Bureau du District de Langley		
71.	EC EC	Green Timbers Workshop Ateliers de traitement du bois vert		
72.	CPC SCP	Postal Station A Succursale postale A		
73.	PWC TPC	Customs and Immigration Bldg. Edifice des douanes et de l'immigration		
74.	CPC SCP	Canada Post Building Immeuble de Postes Canada		
75.	PWC TPC	Taxation Data Centre Centre des données fiscales		
76.	PWC TPC	New Westminster Railway Bridge Pont ferroviaire de New Westminster		
77.	TC TC	White Rock Non-directional Beacon Site Phare non directionel de White Rock		
78.	PWC TPC	Customs and Immigration Douanes et Immigration		
79.	DFO MPO	Wharf and Marina, Crescent Beach Park Port de plaisance et quai, Parc de Crescent Beach		
81.	CPC SCP	Letter Carrier Depot Poste de facteurs		

		Mount Seymour, North Vancouver Mount Seymour, North Vancouver	1.58
		101 East 1st Avenue, North Vancouver 101, 1ère avenue est, North Vancouver	0.08
		Mount Seymour, North Vancouver Mount Seymour, North Vancouver	0.06
		1513 Forbes Avenue, North Vancouver 1513, avenue Forbes, North Vancouver	0.48
		Mount Seymour Parkway, North Vancouver Promenade Mount Seymour, North Vancouver	0.64
		Admiralty Point, Port Coquitlam Pointe Admiralty, Port Coquitlam	76.89
		820 Roderick Avenue, Coquitlam 820, avenue Roderick, Coquitlam	0.24
		Golden Avenue, Coquitlam Avenue Golden, Coquitlam	9.10
		Harper Road, Coquitlam Chemin Harper, Coquitlam	0.01
		Clarke and Mary Streets, Port Moody Rues Clarke et Mary, Port Moody	0.16
		2248 McAllister Street, Port Coquitlam 2248, rue McAllister, Port Coquitlam	0.17
		1561 Salisbury Avenue, Port Coquitlam 1561, avenue Salisbury, Port Coquitlam	0.24
		Barnet Highway, Burnaby Route Barnet, Burnaby	35.29
		Burnaby	67.14
		6025 Sussex Drive, South Burnaby 6025, promenade Sussex, South Burnaby	0.25
		4643 Northlawn Drive, Burnaby 4643, promenade Northlawn, Burnaby	0.73
		6555 Douglas Road, Burnaby 6555, chemin Douglas, Burnaby	1.62
		Foot of 18th and 20th Street, New Westminster Au début de la 18e et 20e rue, New Westminster	8.90
		632 Canarvon Street, New Westminster 632, rue Canarvon, New Westminster	0.05
		549 Columbia Street, New Westminster 549, rue Columbia, New Westminster	0.26
		Columbia Street, New Westminster Rue Colombia, New Westminster	27.93
		8th Avenue and McBride Avenue, New Westminster 8e avenue et avenue McBride, New Westminster	3.48
		6th Street and Queen Street, New Westminster Rues Queen et 6ième, New Westminster	0.35
		McBride Avenue, New Westminster Avenue McBride, New Westminster	6.38
		Surrey	121.41
		Surrey	3.08
		17630 5th Avenue, Surrey 17630, 5e avenue, Surrey	0.16
		RR#2 Douglas, King George Hwy, Surrey RR no 2 - Douglas, route King George, Surrey	9.75
		10688 King George Hwy, Surrey 10688, route King George, Surrey	0.56
		9755 King George Hwy 9755, route King George	6.24
		Between Surrey and New Westminster Entre Surrey et New Westminster	0.30
		75 - 171th Street, Surrey 75, 171e rue, Surrey	0.44
		28 - 176th Street, Surrey 28, 176e rue, Surrey	2.26
		Boundary Bay Baie Boundary	0.02
		13427 Combor Way, Newton, Surrey 13427, route Combor, Newton, Surrey	0.34

87.	EC EC	George C. Reifel Migratory Bird Sanctuary Sanctuaire d'oiseaux migrateurs George C. Reifel	Reifel Island, Delta Ile Reifel, Delta	39.7
88.	CPC BCP	Canada Post Building Immeuble de Postes Canada	5010 48th Street, Ladner 5010, 48e rue, Ladner	0.12
90.	CPC SCP	Letter Carrier Depot Poste de facteurs	84th Avenue, North Delta 84e avenue, North Delta	0.27
91.	CPC BCP	Postal Terminal Terminus postal	5432 12th Avenue, Delta 5432, 12e avenue, Delta	0.26
92.	TC TC	Tacan site Emplacement Tacan	Westham Island, Delta Ile Westham, Delta	0.09
93.	TC TC	Boundary Bay Airport Aéroport de la Baie Boundary	Boundary Bay, Delta Baie Boundary, Delta	497.78
94.	TC TC	Coast Guard Radio Receiver Récepteur radio de la garde côtière canadienne	Near Westham Island, Delta Près de l'Ile Westham, Delta	17.66
95.	CBC R-C	CBU Radio Transmitter Emetteur radio CBU	Lulu Island Ile Lulu	17.8
96	DFO-SCH MPO-PFB	Fishing Boat Harbours Port pour bateaux de pêche	Steveston	6.34
97.	EC EC	Sturgeon Banks National Wildlife Area Réserve nationale de la faune de Sturgeon Banks	Near Steveston, Richmond Près de Steveston, Richmond	127.07
98.	TC TC	Jetty Site - Right-of-way Jetée et droit de passage	Steveston, Richmond Steveston, Richmond	82.88
99.	TC TC	Vancouver International Airport Aéroport international de Vancouver	Sea Island Ile Sea	1480.0
100.	TC TC	Vancouver Middle Marker Radioborne intermédiaire de Vancouver	Near Dinsmore Island Près de l'Ile Dinsmore	0.08
101.	TC TC	Radio Beacon site Radiophare d'alignement de piste	Blaine Highway and Odlin Road Route Blaine et chemin Odlin	14.69
102.	TC TC	Back Beam Marker Radioborne alignement arrière	Lulu Island, Richmond Ile Lulu, Richmond	0.45
103.	TC TC	Marine Transmitter Emetteur maritime	On New Westminster Hwy, Richmond Sur la route New Westminster, Richmond	51.40
104.	TC TC	Wharf Site Quai	Richmond	95.51
105.	DND MDN	Transmitter Emetteur	Road F4 and New Westminster Hwy Angle des routes F4 et New Westminster	66.62
106.	NHW SBSC	Laboratory Site Laboratoire	Willingdon Green Park, Burnaby Parc Willingdon Green, Burnaby	0.81
107.	RCMP GRC	Freeway Patrol Site Poste de patrouille routière	Cariboo Road and Stormont Ave. Chemin Cariboo et avenue Stormont	0.37
108.	PWC TPC	Stores Yard Cour à matériaux	Annacis Island, Delta Ile Annacis, Delta	2.45
109.	NHB CPN	NHB Land Terrains de la CPN	Burrard Inlet	
110.	FHC CHPFF	Fraser Harbour Commission Land Terrains de la Commission des ports de la rivière Fraser	Fraser River Rivière Fraser	